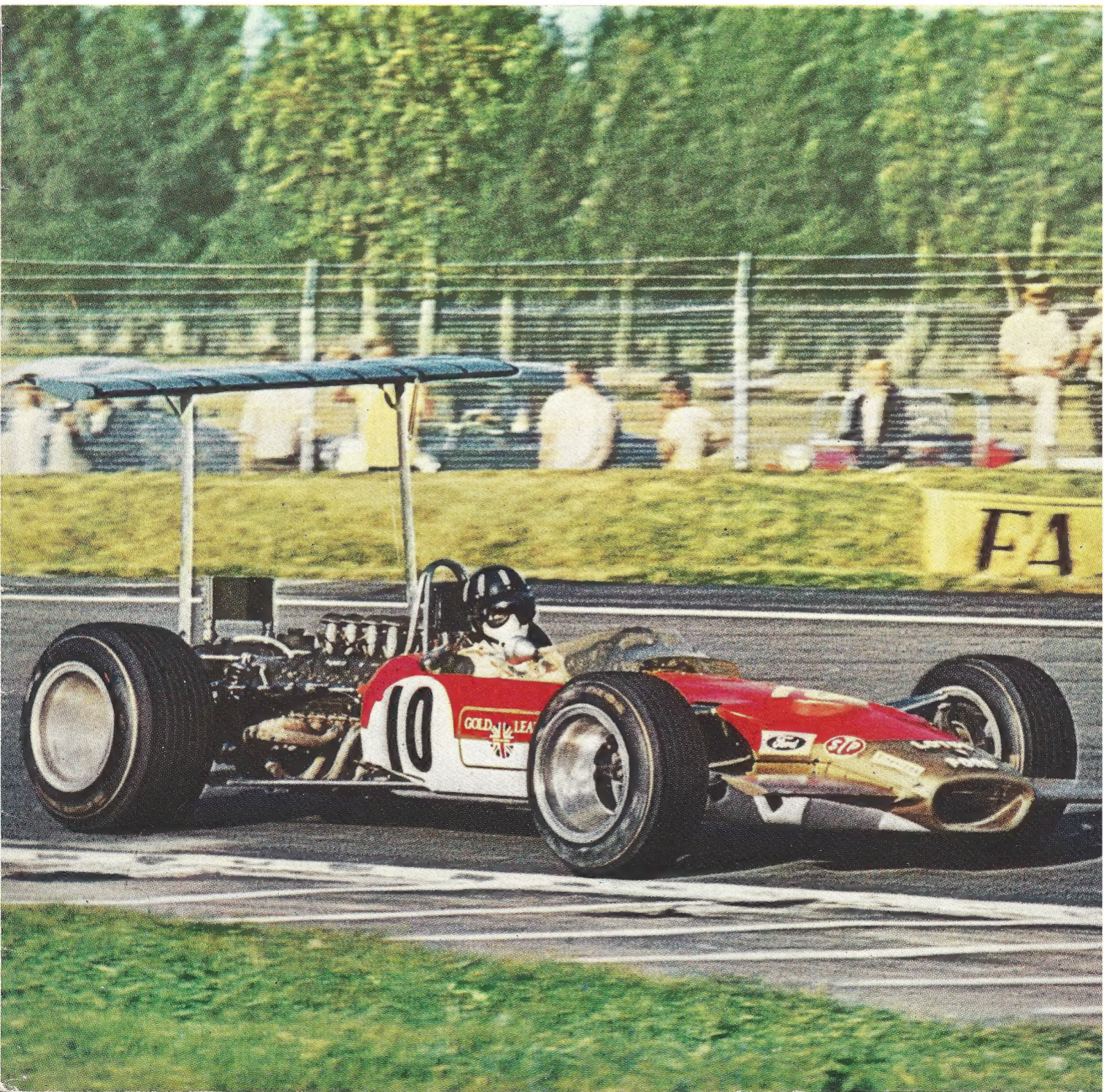


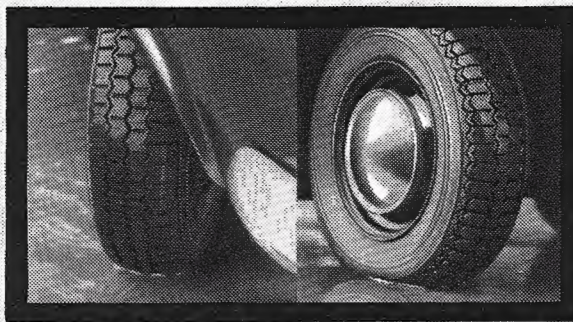
November 8 1968 2/6

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Mexico: Champion Graham — Tasman Brabham-Ford





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MICHELIN ZX

THE RADIAL WITH A HEART OF SUPPLE STEEL



AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Registered at the GPO as a newspaper November 8 1968 Volume 37 Number 19

editorial

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Editor	Simon Taylor
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BRAVO GRAHAM!

BY winning last Sunday's Mexican Grand Prix, Graham Hill for the second time earned himself the title of motor racing's World Champion, and confirmed the Constructors' Championship for Lotus and Ford. He was last World Champion in 1962, when with BRMs.

It is astonishing to realise that when Hill won the Spanish Grand Prix last May it was his first World Championship race victory since the 1965 American Grand Prix, in his BRM days. Throughout 1966 with the H16 BRM and then in 1967 with the new Lotus 49 he was dogged by bad luck; the Lotus was very competitive, but time and again last year he had to retire while leading or well placed.

This year started well with a second to the late Jimmy Clark at Kyalami, and then the brace of wins at Jarama and Monaco put him well in the lead on points. At Spa, Zandvoort, Rouen and Brands Hatch he failed to score, but a second place at the Ring maintained his lead. At Monza he retired again, and at Mont Tremblant he was fourth. Denny Hulme won both those races, and for the first time since Jarama Graham all but lost his points lead, for Denny drew level; but with his second place at Watkins Glen the Lotus driver was back in the lead.

Hill, Stewart and Hulme went to Mexico with 39, 36 and 33 points, so all could have won the title, although Hulme's was an outsider's chance. The New Zealander departed from the fray early in the race when his suspension broke and the McLaren crashed. However, Jackie Stewart gave Hill a real run for his money before retiring, but once he was out the Lotus driver was able to romp home.

Not only is Graham Hill deservedly World Champion after a hell of a lot of trying (including his heart-breaking retirement from the Mexican Grand Prix in 1964: he was pushed off by another driver when in the running for the championship); as a very popular public figure and an accomplished speech-maker, he will also take the social chores of being Champion in his stride. It has frequently been said that Hill is the best ambassador motor racing could wish to have; as a result of his Championship win he will have to do a lot of ambassadoring during the next 12 months, from addressing conventions to opening fêtes, and of course he will continue to represent motor racing in the same inimitable manner. A worthy champion.

our cover picture

Second time around: Graham Hill in his Lotus 49B goes on his World Championship winning way to victory at Mexico City. The popular Londoner has now won the championship twice (the previous time was in 1962), and Lotus also took their third constructor's title. Our report begins on page 6.

Photo: David Phipps.

Salt Lake LSR attempts Castle Combe: 3-year reprieve Springbok preview

1968's fastest puncture

Mickey Thompson had a very crowded moment last week during preliminary tests on the Bonneville Salts Flats with his twin-engined, 2070-bhp Autolite Special, with which he hopes to break the Summers brothers' world driven-wheel record with Goldenrod of 409.277 mph. A tyre burst at over 350 mph and the 30-ft long car started to spin off the track towards a control building. Thompson regained control of the car by switching off the rear engine (which is supercharged and drives the rear wheels only) and accelerating the front engine; he said afterwards: "If I'd been watching I'd have bet \$1000 that the car would have flipped," but after the wheel had been changed he continued testing.

Despite its length the car is less than 3 ft wide and, discounting its big vertical rear fin, 2 ft 4 ins high. Both engines are overhead-cam 7-litre Ford V8s; the front one has no supercharger because this would make it too high and present visibility problems, as the driver sits between the two engines. Sponsorship has come from Autolite, Ford, Reynolds Aluminium and Good-year.

Meanwhile Craig Breedlove, who holds the 600 mph absolute land speed record with his jet-propelled Spirit of America, is also after the driven-wheel record with a new car similar in layout to his three-wheeled jet car, but with four wheels to qualify as a car (Spirit of America was officially a motorcycle combination!). However, the front wheels on this new machine are very close together in the pointed nose. The engine is a supercharged, fuel-injected American Motors AMX unit developing 1000 bhp, which Breedlove says is sufficient to break 425 mph with a car of this configuration.

Only temporary victory

When planning permission for the continued use of Castle Combe circuit for motor racing over a 20-year period was re-

fused some time ago, the circuit management appealed to the Minister of Housing and Local Government. The results of the appeal have now finally been announced: the Ministry inspector who conducted the inquiry recommended that the full 20-year permission be granted, but despite this the Minister has only granted permission for three years, expiring on October 31 1971.

The circuit, owned and managed by Mrs Kay Thomas, is operated by AFN (Castle Combe) Ltd. A director of that company, John Aldington, says that he has not accepting the Minister's decision as final, and is taking counsel's opinion to see what other action can be taken. Castle Combe, as the only southern circuit west of Thruxton, holds a valuable place in the club racing scene, and even though it has been reprieved for three years, its loss at the end of 1971 would be keenly felt.

Kyalami Nine Hours

This year's Springbok Series of South African races kicks off tomorrow (Saturday) with the *Rand Daily Mail* Kyalami Nine Hours. The race is open to anything from Group 7 downwards, and as usual the 38-car entry is very varied, with big Ferraris and Lolas at one end of the scale and local Minis, Volvos, Cortinas and Renault R8s at the other. JW Automotive are sending a single 5.7-litre Mirage, the Group 6 development of the GT40 that has not been used this year, although Ickx/Redman won this race with one last year. This time the drivers are Jacky Ickx and David Hobbs. Paul Hawkins has his first outing with his new ex-CanAm Group 7 P4 Ferrari, sharing the driving with South African champion John Love, and David Piper/Richard Attwood are in Piper's familiar and much-modified P3/4.

In Lolas are Mike de Udy/Frank Gardner, Jackie Epstein/Dave Charlton and Doug Serurier/Jackie Pretorius, the latter an open Group 7 car. Malcolm Guthrie shares the ex-Nelson GT40 with bike champion Mike

Hailwood; in a 2.2-litre Porsche 907 will be Hans Herrmann/Hans-Dieter Dechent, while AUTOSPORT's Overseas Editor, Paddy McNally, and Charles Lucas will be having their first race in McNally's 2-litre 910. In Carrera 6s are Peter Gethin/Peter Gough and Clive van Buuren/Bruce van der Merwe; Tony Dean is sharing his Dino with Basil van Rooyen, while in the Belgian VDS Alfa Romeo T33s are Teddy Pilette/Rob Slotemaker and Taf Gosselin/Serge Trosch. Brian Redman/Tim Schenken share one of the works Chevron-BMWs, making a very purposeful team, with Digby Martland/Derek Bennett in the other. Vic Walker/Peter Clarke (Lotus 47) complete the British contingent, and the rest of the field is made up of the aforementioned saloons (the R8s in particular go surprisingly quickly), plus local sports-racers like the Ecosse and the Lolette, sundry GTAs, GSMs and Elfins, and Jack Holme's evergreen Elan.

The full list of the other Springbok events is given below; the three races which, with the Kyalami Nine Hours, count towards the Springbok Championship are marked with an asterisk.

November 23: Cape Town Three Hours, Killarney*. **December 1:** Rhodesian Grand Prix meeting, Kumalo, Bulawayo. **December 8:** Lour-enço Marques Three Hours*. **December 26:** Pietermaritzburg Three Hours, Roy Hesketh Circuit*. **January 4:** East London meeting. **January 11:** Cape South-Easter, Killarney*.

Tasman Dino tested

Chris Amon and Derek Bell have already started testing for the Tasman Series, using a regular F2 chassis (0008) fitted with the 2.4-litre version of the Dino V6 motor. Amon lapped a damp Modena in 52.6 secs, and Bell did just eight laps (best of which was a 53.5) before the header tank overflowed down his neck and he was painfully scalded. The cars being taken to New Zealand and Australia will probably be 0008 and 0010; the power output is quoted as 320 bhp, about 20 bhp less than the 2.5-litre Cosworth Ford V8. Chris also did some laps in the 6.4-litre CanAm Group 7 Ferrari prior to its shipment (at last!) to the USA for this Sunday's final CanAm round at Las Vegas.

M6GT, M10A, M12

Exciting plans are afoot at Colnbrook. When Bruce McLaren returned from America recently to work on next year's designs (see *From the Cockpit* in this issue) these must have included the M12, a production Group 7 car which is based on the M6B but includes many M8A features. The Group 4 homologated coupé version of the M6B is to be called the M6GT, while the M7A-based Formula 5000 car will be the M10A. Apparently there is a possibility of works-supported M10As in F5000 over here and FA in the USA.

Farmer Frank retires

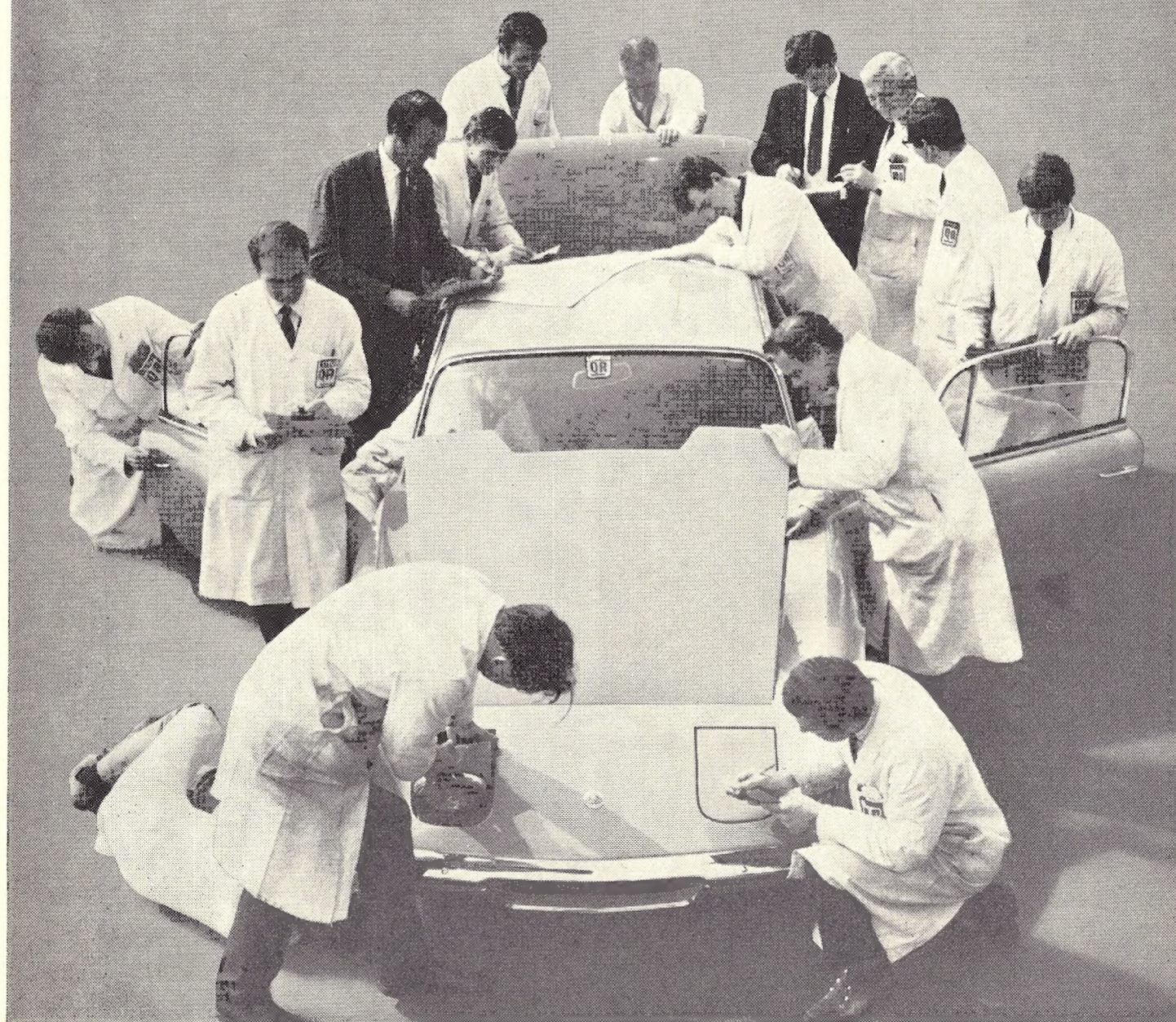
Frank Lythgoe, the farmer from Lymm, Cheshire, who has entered single-seaters in club racing and Formula 2 for the past five years, is retiring from the sport due to pressure of work. His introduction to motor racing came when he borrowed a friend's Cooper Junior for an Oulton Park practice session, turned it over at Lodge and, while still trapped inside, decided that he would be happier as an entrant than a driver. So in 1964 he bought no less than five cars—the ex-Moss/Walker Lotus 18/21, three twin-cam Lotuses and a Cooper twin-cam—which were driven by Dave Rees, the late Adam Wyllie, and Alan Rollinson.

These were replaced by two Formula 2



Crayford Auto Developments have introduced this estate car conversion for the Rover 2000 and 3500; it adds £590 to the cost of the car (plus tax if the car is new). English agents are Hurst Park Automobiles Ltd, East Molsey, Surrey.

This photograph stopped the factory—as these men are responsible for the different inspection stages throughout the production of each car. Therefore if you buy a **LOTUS** you know that everyone of them has QR'd your car, to ensure its **Quality and Reliability**.



LOTUS RACING SALES, LOTUS CARS (SALES) LIMITED, NORWICH NOR 92W Norfolk. Tel: WYMONDHAM 3411

Brabham-SCAs for 1965, but Adam Wyllie was tragically killed at Dunboyne; a third car was bought for the late Bob Anderson to race under his own colours. In 1966 Lythgoe entered a T60 Lola F3 car for Mike Beckwith, who won at Barcelona and Monza, and also drove the ex-Anderson F2 Brabham. The next year a new F3 Brabham BT21 was purchased for Rollinson, who started the season by being the most successful non-Matra driver in the Argentine Temporada. This was the car that Dave Berry drove later, while Rollinson had a few drives in a Formula 2 McLaren M4A which was eventually sold to Robs Lamplough.

This year Lythgoe arranged with Chevron Cars to run their Formula 2 team, which was to have consisted of two cars for Peter Gethin and possibly Frank Gardner. However it took a long time to get the first car sorted, and halfway through the season it was replaced with a Brabham BT23C—the car with which Gethin, after various problems, really made his mark with those two splendid drives at Albi and Vallelunga. Gethin has already received some very promising offers for next year but has yet to decide on his 1969 plans.

Trofeo Glorie del Volante

On the same day as the Rome GP at Vallelunga (October 27), the AC di Roma also organised a 12-lap race, the Trofeo Glorie del Volante, for Italian racing veterans, all driving gleaming red Fiat 124 Sports for the occasion. This was a real race, not just a demonstration, and there were some pretty antiquated helmets in evidence; Nomex was nowhere to be seen. The list of 14 drivers read like a *Who's Who* of Italian motor racing in the immediate post-war years.

There was the great Luigi Villorosi, the equally famous Piero Taruffi, Giorgio Scarlatti, Targa Florio winner Franco Cortese and even Mario Tadini from the pre-war period. The race was won by Ferraguti, who used to drive voituresses; he completed the 12 laps in 22 m 26.5 s, an average speed of 100.095 kph, to win by 5.3 secs from Taruffi. Villorosi was third, followed by the former Maserati driver Scarlatti, and then Leonardi and Valenzano, who used to drive Lancias and Ferraris in sports-car races. Others to take part were Taraschi, Bernabei, Bordoni, Rossi, Bornigia and Zagato. Fastest lap went to Taruffi in 1 m 50.4 s, 101.739 kph.

Last Oulton

Final Oulton Park meeting of the season is the Mid-Cheshire MRC's date tomorrow

(Saturday). The main race is the 12-lap round of the Lombank F3 Championship, with Ikuzawa, Bond, Cyd Williams, Beuttler, Saye and Maskell in Brabhams, Gaydon's Titan, one of the Red Rose Chevrons and Lanfranchi's Merlyn. The FF race is a Guards round and has a very good entry, and there are two well-stocked saloon events. In the *formule libre* race are the F2 Brabhams of Malcolm Payne and Chris Meek, Robin Darlington's Brabham t/c and several of the F3 machines, and there is a combined prod sports and GT event. The meeting starts at 1.30 pm.

Lucrative Brands

Saloon drivers at Brands Hatch on Sunday will be jousting for what is claimed to be the biggest-ever purse for a club saloon meeting. The meeting is sponsored by Redex and a total of £700 can be won; first prize in the final is £100, with prize money for 18 of the 20 drivers who reach the final from the two heats. The entry covers the full gamut of club racing saloons from Martin Birrane's Falcon via John Wales in the Berpop to hordes of Minis and Tony Lanfranchi and Ray Calcutt in Imps. Other races are rounds of the Guards FF, Amasco prod sports and Yazaki *formule libre* championships. First race is at 1.30 pm, with morning practice.

Horace Gould

We regret to record the death of Horace Gould, the burly Bristolian who used to race private Maseratis with such verve in the 1950s. He started racing in 1952 with a Cooper-MG, which was followed by a successful Formula 2 Cooper-Bristol. For 1955 he bought his first Maserati, an early ex-Bira 250F, and this was followed by an ex-works 250F which he raced far and wide until retiring in 1958. He scored many places in Grands Prix and was one of the most successful and consistent private entrants, winning the 1956 Aintree Hundred, and even venturing to the first New Zealand Grand Prix at Auckland, where he finished second. He retired from the motor trade due to ill health in 1962, but his business in Bristol is now run by his three sons, to whom AUTOSPORT extends sincere condolences.

H. R. Godfrey

We regret to announce the death of H. R. Godfrey, the "G" of GN and later of HRG. The GN cyclecar was first produced in 1910 by Ron Godfrey and Archie Frazer-Nash; it had an air-cooled twin-cylinder engine and transmission by chains and belts, but after the First World War the belts were aban-

doned and the famous multiple-chain transmission was adopted, the solid rear axle having no differential.

The GN was immensely successful and racing versions were victorious both in sprints and long-distance races, often driven by the two partners. The commercial success was of short duration, however, for suddenly these basic cyclecars were overwhelmed by the new wave of miniature four-cylinder cars with all modern conveniences. Godfrey and Nash left the Company in 1922 and, while Nash persisted with his own chain-driven car, Godfrey later built the HRG, a very sporting car which nevertheless had luxuries such as water cooling and a differential. The car was popular for a number of years and had many competition successes; it continued after the war, and before its demise in the 1950s appeared as a streamlined two-seater with ohc Singer engine.

In addition to being an engineer, a car manufacturer and a racing driver, Ron Godfrey was also an official at many events. Having been a founder member of the Cycle Car Club in 1912, he was Chief Scrutineer to the JCC and BARC at Brooklands and Goodwood, and had been a member of the club's Council since 1924. He was particularly active in the early days of the 500 cc racing movement, and was the very best type of clubman, giving much help and advice to the sport. He was 81 years old and a Vice-President of the BRSCC. J.V.B.

Champions Eddie . . .

Final positions in the Monoposto Championship, based on the best 10 performances out of 15 events, show Eddie Heasell to have scored maximum points with his 1-litre Lotus 20, with Jim Yardley's self-built 1.5 Beagle 2 pts behind and winning its class. Overall positions are:

1, Eddie Heasell (1.0 Lotus 20), 50 pts; 2, Jim Yardley (1.5 Beagle), 48; 3, Gerry Meharey (1.5 Cooper Mk 2), 30; 4, John Wood (1.0 Cooper T76), 29; 5, Pat Sumner (1.5 Lotus 22), 28; 6, Tony Sandars (1.5 Lola Mk 5B), 25; 7, Norris Kington (1.0 Merlyn Mk 3), 23; 8, Trevor Scarratt (1.0 Cooper Mk 2), 22.

. . . and Gerry

Gerry Birrell's domination of Formula Vee this year has been almost as great as Tim Schenken's in Formula Ford. Final positions in the National FV Championship are:

1, Gerry Birrell (Austro), 119 pts; 2, Mike Hayselden (Monaco), 78½; 3, Mike Haysey (Express), 59½; 4, Howard Drake (Smithfield), 50; 5, Peter Danaher (Beach), 46; 6, Jenny Nadin (Express), 44.

Birrell also won the Lydden Hill Financings Championship from Hayselden and Drake.



Pat Mannion had a long, long moment (left) during practice at Brands Hatch last Sunday with his immaculate 1.8 Anglia, which ended up a little less immaculate (right), hitting the bank.

Briefly . . .

● The BARC are having one of their special Gold Medals struck to commemorate Graham Hill's achievement in winning the 1968 World Championship. Hill was awarded a BARC Gold Medal in 1962 when he was last Champion, and previous recipients have included Denny Hulme, the late Jimmy Clark, Jack Brabham, John Surtees, Colin Chapman, Stirling Moss, Sir Alfred Owen and the late Mike Hawthorn. Hill is also to be awarded a BRDC Gold Star.

● Ben Pon, "the flying Dutchman," who built up a very high reputation as a GT driver in 904, Carrera 6, 910 and 911 Porsches, has retired from racing, largely because of his horrifying accident at the Brands Hatch BOAC 500 in May, when a steering arm broke on his 910 Porsche and he went into a tree and wrote the car off.

● Of interest to chassis number fiends will be the official type number designation given by C. Lucas Eng to their cars. The Titan Mk 1 was Luke's 1100 cc Lotus 23, and the Mk 2 the 3-litre Martin V8-engined Lotus 35 which was intended for Formula 1. The Mk 3 and 4 are the 1968 production F3 and FF Titans.

● By misreading the official FIA rulebook we made a porridge of our Mexican Grand Prix preview last week, saying that Jackie Stewart had to drop a championship point if he scored at Mexico. In fact the best five scores out of each set of six races can be counted this year, so no one had to drop any points.

● Yet another Australian joining the exodus to Europe is Kevin Bartlett, who hopes to move to England after the Tasman Series and put his considerable single-seater experience to good use over here.

● Two of the drivers in Porsche's works rally team for next year will be Toivonen and Zasada, but the third may be Tony Fall. Tony is in Stuttgart at the moment and is expected to drive a 911 on the RAC Rally this month—which will be his first rwd rally car since his MGB days. He just might be given a circuit test in a 910 one day, too—following in Elford's footsteps? (He campaigned a rally Mini in club races in 1966 to earn some signatures.)

● Geoff Sykes, Warwick Farm boss and secretary of the Australian ARC, was at Brands Hatch for last Sunday's SSMC meeting, and presented the winner's garland to FF victor Tony Trimmer.

● Local entries for the 200-mile Japanese CanAm race at the Mount Fuji circuit on November 23 will include works machinery from Toyota, who are fielding a 3-litre V8 sports car, and Nissan, who will bring out their double-aerofoil Group 7 car which appeared at the Japanese Grand Prix. This will probably again use a 5.5-litre Chevrolet motor, but Nissan are developing a 3-litre 60-deg 48-valve V12, initially for the Group 7 machine; perhaps they have Formula 1 in mind for the future!

● The GLTL Lotus-Holbay 41X, raced so successfully by John Miles in Formula 3 this season, will no longer appear in the team's colours as it is to be sold.

● The Montagu Motor Museum are organising a parade of historic rally cars over the last 70 years prior to the start of the London-Sydney Marathon at Crystal Palace on November 24. To complete the turnout they need some famous rally cars from the 1940s and 1950s; owners of any suitable machinery should get in touch with Michael Ware (Curator), Montagu Motor Museum, Palace



Much admired at Turin, and destined for mass production, is Bertone's "Racer Team" Fiat, based on the 850 Spyder.

House, Beaulieu, Brockenhurst, Hants SO4 7ZN.

● Following last Sunday's Brands Hatch meeting, Tony Lanfranchi has clinched the Yazaki *Formule Libre* Championship with 69 pts, scored in Merlyn Mk 10, Brabham BT21 and Merlyn Mk 14 F3 cars. Clive Lacey lies second with 32 pts in his GT-bodied Brabham BT8, followed by Richard Shardlow (Chevron-BMW) on 15 and Jeff Holdrup (F3 Brabham BT21) with 14.

● Ford of America's much-rumoured Cortina-sized car, code-named Delta, is expected to be announced sometime next summer. It will probably be called the Colt of the Maverick, continuing the Western-style image that has worked so well with the Mustang. Chevrolet and AMC Rambler are working on similar projects, so far called the Chevy 3 and the Cavalier.

● The Jim Russell International Racing Drivers' School, which is no longer connected with Alexis Cars, has signed an agreement with Lotus, and will operate

eight new Lotus FFs for tuition purposes at Snetterton. In addition Jim Russell will run two Lotus FF teams; one, which will comprise cars for Dave Walker, Maurice Harness and Brazilian Carlos Avelone, will be campaigned in major British and Continental FF events, while the other pair of Lotus FFs will be entered for successful pupils to race at smaller meetings.

● Final positions in the Lotus Formula Ford Championship—the final round was at the October 13 Mallory—show Bob Ellice to be an easy winner with 60 pts to the 48 of Tony Roberts and the 41 of Harry Gilbert. Their prizes of £500, £250 and £100 will be presented at the Club Lotus Dinner Dance at the Europa Hotel on November 16.

● The BARC held their annual dinner-dance at the Grosvenor House, Park Lane, last Friday. Earl Howe summarised the club's 1968 achievements, with special reference to Thruxton, and the BARC club champions were presented with their spoils.

AUTOSPORT DIARY

INTERNATIONAL EVENTS

November 8 to 10. Tour de Belgique, Belgium.
November 9. Kyalami 9 Hours, South Africa.
November 9 to 10. Tour de Corse, France.
November 10. Stardust GP, Las Vegas, Nevada, USA (CanAm Series, final round 6).
November 15 to 22. RAC Rally, Great Britain.
November 16 to 17. Barcelona to Andorra Rally, Andorra.
Andernach Rally, Nürburgring-St Amand-les-Eaux, France.
November 23 to 24. Rallye Critérium des Cévennes, France.
November 30. Rallye de Cannes, France.
Safari Caledonian rally, France.
December 1. Rhodesian Grand Prix, Kumalo, Bulawayo (F1, F5000).
Riverside, California, USA.

NATIONAL EVENTS

November 10. Trophées de Castille, Spain (F3).
November 29 to December 10. Argentine road race.
December 1. Warwick Farm, Australia (Tasman Formula).

BRITISH CLUB EVENTS

November 9. TEAC/BBCtv restricted rallycross (round 2). Lydden Hill, near Dover, Kent, 1.30 pm.
Darlington & DMC restricted ITV World of Sport rallycross (round 2). Croft Autodrome, near Darlington, Co Durham, 1.30 pm.
Mid-Cheshire MRC restricted race meeting. Oulton Park, near Tarporley, Cheshire, 1.30 pm.
MGCC restricted sprint meeting (Silverstone Sprint Championship, round 3). Silverstone, near Towcester, Northants, 12.30 pm.
Vintage SCC closed Northern Lakeland trial. Syke Farm, near Buttermere, Cumberland, 82/177169, 10.00 am.
Lagonda C restricted November rally. The Cricketers, Warfield St, Bracknell, Berks, 169/885715.

November 9 to 10. West Hants & Dorset CC restricted Wessex Night Trial (BTRDA, ACSMC and ASWMC Championship rounds). Shaftesbury Market, 166/866233, 8.00 pm.

Taunton MC restricted Taunton rally. Marshalsea Bros, Wellington Rd, Taunton, Somerset, 177/220245, 10.30 pm.

Mid-Surrey MC restricted MSAC 200 rally. Isenhurst Service Station, Cross-in-Hand, Sussex, 183/563218, 10.00 pm.

South Bucks MC closed Autumn Leaves rally. City Motors, Woodstock Roundabout, Oxford, 145/497102, 11.00 pm.

Washington & DMC closed Snowdrop rally. Wright's Garage, High Stoop, 84/103402, 11.30 pm.

November 10. Sevenoaks & DMC restricted race meeting. Brands Hatch, near Fawkham, Kent, 1.30 pm.

TEAC restricted rallycross. Lydden Hill, near Dover, Kent, 2.00 pm.

Chelmsford MC restricted production car trial. Edwins Hall Farm, Woodham Ferrers, 162/799989, 10.30 am.

Burnham-on-Sea MC closed production car trial. Clark's Garage, Rockwell Green, near Wellington, 1.00 pm.

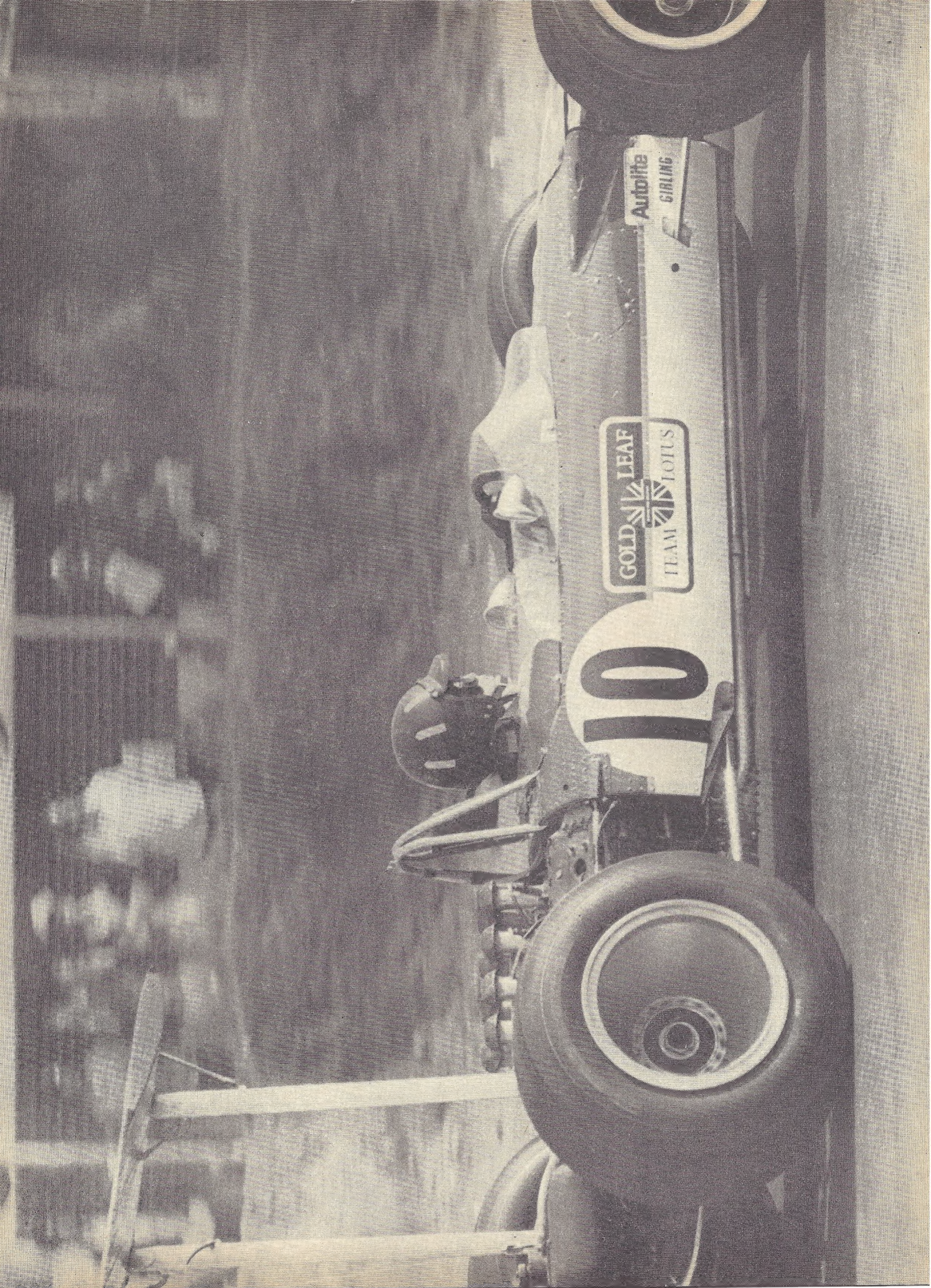
Smithfield MC restricted driving tests. Biggin Hill, Kent, 11.00 am.

Leicestershire CC restricted John Bull sporting trial. Burrough-Hill, Great Dalby, Melton Mowbray, Leics, 122/761126, 11.00 am.

West Lancs CC restricted Towns Trophy autocross. School Lane, Knowsley, 100/428968, 1.30 pm.

Morgan 4/4 C closed production car trial. Webb Farm, Broughton Green, near Droitwich, Worcestershire, 11.00 am.

North Staffs MC closed Impact driving tests. Childs Ercall airfield, near Market Drayton, Staffs, 119/662240, 2.00 pm.



Autolite
GIRLING

GOLD LEAF
TEAM LOTUS

10

Game, set and match to Graham

Hill wins Mexican Grand Prix comfortably from McLaren and Oliver—Stewart slowed by faulty fuel pump – Fantastic drive by Siffert

Story and pictures by DAVID PHIPPS

GRAHAM HILL became World Champion in the best possible way last Sunday by winning the Mexican Grand Prix. But the star of the race was Jo Siffert, who recorded fastest practice time, made up for a bad start to lead the race, and completely shattered the lap record after a pit stop to rectify a deranged throttle linkage.

For a short while the three World Championship contenders held the first three places, Hill and Stewart exchanging the lead and Hulme holding station just a few seconds behind. Then Hulme's rear suspension failed, which put the car into a guard rail and started a petrol fire. Stewart stayed on Hill's tail until just after half distance, when his fuel pump suddenly ceased to function properly, and from that point onwards Hill was able to cruise to victory.

Bruce McLaren was second after a long battle with Jack Brabham (Jack ran out of oil seven laps from the end), and Jackie Oliver's Lotus 49 just snatched third place from Pedro Rodriguez's BRM. Fifth, a lap behind, was Jo Bonnier in a Honda—yes, a Honda—with Siffert sixth, Stewart seventh, Vic Elford eighth, Henri Pescarolo ninth and no other finishers.

Hill's victory was his third of the year—though his first since Monaco in May—and he finished the season with 48 points to Stewart's 36; Lotus-Ford, with five wins, easily took the Constructors' Championship.

ENTRY

AS usual the Grand Prix was held on the Magdalena Mixhuca circuit on the outskirts of Mexico City. Since last year the sawn-off tyres which marked the corners have been replaced by low kerbs, and there is a wire mesh fence at the hairpin instead of a guard rail, but despite a lot of refencing it has not so far proved possible to keep dogs off the track. With a banked curve leading into the straight and with only two really tight corners the circuit is fairly fast, but the 7,300 ft altitude has a very marked effect on both engine performance—maximum output is about 22 per cent down—and wing efficiency.

With mountains rising in the distance and a sports park in the infield, the latter liberally equipped with swings and roundabouts, the setting is very attractive, and the pits and garages are among the best in the world. There is a certain air of *mañana* about some aspects of the organisation, but the race is basically very well run, and the people concerned are all extremely helpful.

Bruce McLaren was in his customary McLaren-Ford M7A, and Dan Gurney again had team's spare M7A, entered by AAR, but Denny Hulme's chassis had been completely reskinned following his off-course excursion after the gearbox output shaft broke at Watkins Glen. This incident also damaged the gearbox casing, and subsequently the cylinder block was found to be in a bad way due to the usual timing gear problems.

Jack Brabham and Jochen Rindt had stiffer camshafts and new Italian-made cam followers in their Repco Brabham BT26s, but apart from this the cars were unchanged. Jack is desperately looking for sponsors for next year, and if he does not find any he may not be able to carry on.

Honda, in what will probably be their last race for some time, had two V12s for John Surtees, and Ferrari had a choice of three cars for Chris Amon and Jacky Ickx. The young Belgian had the lower part of his left leg, broken in his Canadian GP practice shunt on September 20, in a metal "security support," but said that operating the clutch was far easier than exercising in a gymnasium.

Pedro Rodriguez had two V12 BRMs to play with, 138-01 with the BRM gearbox and 133-01 with a Hewland, and Piers Courage was having his last drive in the Tim Parnell-entered car. Bobby Unser was

scheduled to drive a works BRM, but both he and BRM decided against it after Watkins Glen.

Although they had three drivers for three cars Team Lotus were concentrating very much on Graham Hill, whose usual car had been straightened out after its Watkins Glen shunt and had a cable-operated adjustable wing which could be feathered by a pedal to the left of the clutch. At the start of practice Hill was also allocated R5, which was devoid of all aerodynamic appendages, and during the first session he also tried R2, which, reinstated to chassis number R6 at the request of HM Customs & Excise, was being shared by Jackie Oliver and Mexican Moises Solana.

As usual Jackie Stewart had a choice of two Ken Tyrrell-Matra International Matra-Ford MS10s, and spent most of the first practice session testing some new Dunlop tyres. Jo Siffert had constant velocity joints like the Team Lotus ones on the halfshafts of his Walker-Durlacher Lotus 49, and Jo Bonnier had both front and rear wings on his McLaren-BRM.

Cooper had their customary BRM-engined cars for Vic Elford and Lucien Bianchi, and Matra Sports had two V12s for Jean-Pierre

Beltoise, but hoped to get an entry in the second one for Henri Pescarolo. (There was one vacant place on the grid due to the absence of Bobby Unser.)

PRACTICE

PRACTICE started in fine, warm weather on Friday afternoon, and at first there was not a great deal of activity. New cam followers were still being fitted to the Repco Brabhams; Gurney's McLaren was not ready, and Vic Elford had not even arrived. He was delayed *en route* from a reconnaissance for the Tour de Corse, and Johnny Servoz-Gavin took his car out for a few laps to learn the circuit.

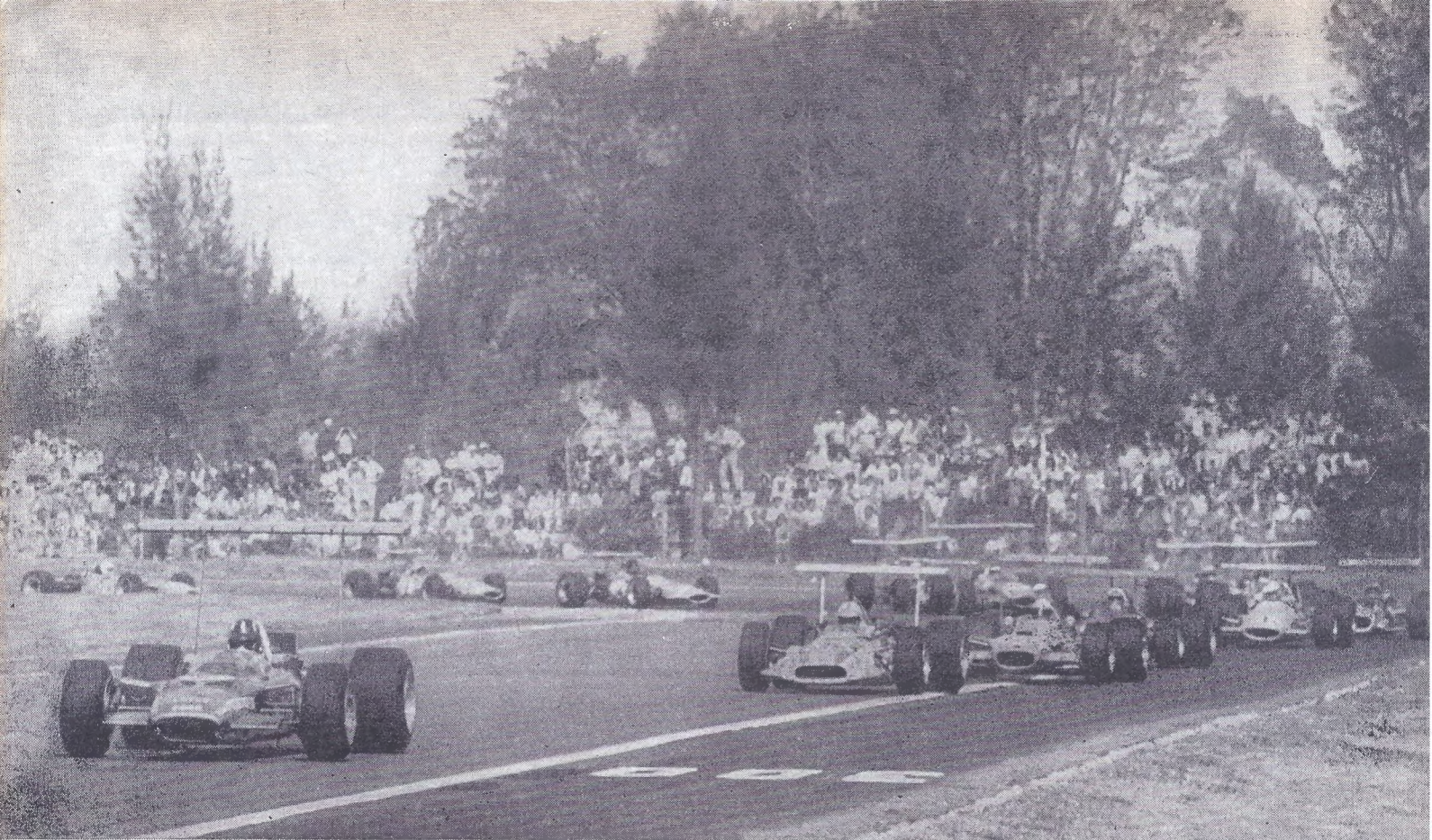
After a few laps several people stopped to change gear ratios, and Hulme had to kick his heels for most of the session while a clutch problem was rectified. There was no evidence of serious fuel vaporisation problems, but the V8s generally sounded a lot better coming out of slow corners than the V12s.

It was quite a long while before anybody got below the old lap record: the first person to do so was Stewart, with 1 m 46.69 s. Hill did a lot of laps in the wingless car, gaining on the straights but losing round the corners, and also tried his adjustable wing fully feathered, describing the effect as diabolical.

During the last hour or so the track became more busy, and Jo Siffert knocked 0.05 sec off Stewart's time before going out again to record 1 m 45.52 s in the last few minutes. Hill suddenly found nearly 3 secs, getting down to 1 m 46.01 s, and Stewart had to be satisfied with third fastest. Surtees was fourth with a workmanlike 1 m 47.26 s, and Amon was fifth (1 m 47.52 s) in spite of carburation problems. Solana was credited with 1 m 47.67 s, although some people thought this time had been done by Hill, and then there was quite a gap to



Graham Hill makes sure he gets the winner's spoils all for himself, despite Colin Chapman's efforts to get in on the scene.



On the first lap Hill's Lotus leads the Honda of Surtees, Stewart's Matra, the McLarens of Hulme and McLaren, Rodriguez's BRM and the rest of the field.

McLaren with 1 m 48.28 s. Hill did 1 m 48.82 s in the wingless car, and Hulme 1 m 48.96 s, even though he only managed a few laps. Rindt's engine was overheating and he could not do better than 1 m 49.16 s, while Jacky Ickx, who was taking things easily, did 1 m 49.56 s.

Both of Rodriguez's BRMs had oil leaks, and his best time was 1 m 49.74 s. Brabham got in very few laps, the best being 1 m 50.3 s, but Oliver went at least 2 secs faster than the 1 m 50.31 s with which he was credited. Pity the poor timekeepers, with three drivers in the same car and two of them with comparable helmets! Oliver's brown and white striped peak is intended to give other drivers the impression that Hill is behind them.

Gurney was 15th with 1 m 50.75 s, and then came Beltoise (1 m 51.21 s in spite of the usual trouble with engine pick-up), Courage (1 m 51.36 s), Servoz-Gavin (1 m 51.51 s) Bonnier (1 m 52.3 s) and Bianchi (1 m 52.4 s). Courage's car sounded very flat and kept jumping out of gear, and Bonnier's practice was cut short when his engine dropped a valve.

There was quite a spate of engine changing on Friday night—scheduled on Stewart's Matra, Hill's Lotus and Solana's Lotus, but not on McLaren's McLaren, which had timing gear trouble, or Amon's Ferrari, which just wouldn't run properly. The noses of the Repco Brabhams were modified to get more air in, but at last it looked as if the cam followers problem had been solved.

Saturday

Saturday was very warm, and at first the lap times were well down on Friday's. Both Hill and Rindt started without wings, and at the same time Surtees was experimenting with larger front fins on the Hondas. For once there was some concern about wing size because the scrutineers were threatening to invoke CSI regulations on the subject of body width (suspension-mounted

wings are all right because they do not count as bodywork).

After a few laps both Repco Brabhams were boiling (a situation which was alleviated with 17-lb pressure caps) and so was Rodriguez's BRM. Hulme was prevented from practising by a radiator leak, but the rest of the Ford-engined cars were running happily at 90 deg water, 95 deg oil.

Stewart was again tyre testing, and was just getting down to a competitive time when his left drive shaft yoke broke, puncturing the tyre and wrecking both the suspension and the wing. He immediately took over the other car and got down to 1 m 46.14 s in it before handing it back to Servoz-Gavin, who couldn't do better than 1 m 49.27 s, and didn't have a definite entry anyway. Stewart didn't want to drive this car in the race because it was the one which had caught fire in the garage at Watkins Glen, but if he opted for the other one—and if it could be rebuilt in time—he would have to start at least one row further back on the grid.

Hill finally gave up the wingless car, and the whole Lotus effort was devoted to improving the efficiency of the adjustable wing—an operation which involved the use of several lengths of bungy cord to pull it back to a position of maximum downthrust. In spite of all this, and a dramatic last-minute pit stop to alter the angle of the front wings, Hill could not improve on his Friday time, but Siffert calmly knocked off another half-second to make sure of pole position, and Amon joined him on the front row with an excellent 1 m 45.62 s.

Hulme, who had reverted to hand-cut Goodyear WDs, finally got motoring to record 1 m 46.04 s, and Gurney was not far behind with 1 m 46.29 s. With Surtees, Brabham, McLaren and Rindt also very much in contention, it began to look as if the battle for the World Championship might develop into a battle for the minor places.

Nearly two hours elapsed before the practice times were announced, and Brab-

ham immediately protested that his 1 m 46.8 s was incorrect; for once Jack's car was going properly, and he wanted to see justice done. It was all to no avail, but the organisers did discover a quicker Friday time for Oliver. Rindt would probably have gone faster, but his engine broke a piston ring, which meant a change of both engine and cam followers. Rodriguez was unhappy that he could not beat Solana's time, and for the race decided to use the engine from the P138 in the P133.

Beltoise did very well to get down to 1 m 48.38 s, but Ickx only improved marginally to 1 m 49.24 s. Another good performance was put up by Vic Elford, who got his wingless Cooper-BRM round in 1 m 49.48 s.

Jo Bonnier caused quite a stir by taking over the spare Honda and recording 1 m 49.96 s. The only drivers who didn't break 1 m 50 s were Courage, Pescarolo and Bianchi.

On Saturday evening the Tyrrell mechanics did a wonderful job of rebuilding Stewart's car, and Jackie decided to drive it even though he would not have a chance to try it out. But Solana was not at all happy with his Lotus and insisted on taking over Oliver's, even though Jackie had had a slight brush with a guard rail towards the end of practice.

RACE

It was fine and warm again on race day—Mexico City has a wonderful climate, whatever the Olympic athletes may say—and from early morning the roads to the track were crowded with a motley collection of American jalopies and locally-assembled European cars. As usual the Grand Prix drivers were provided with Renaults, their names and starting numbers plastered on the sides.

The morning was taken up with supporting events, with about 60 starters in each

of the two smaller saloon car races. The Group 1 and Group 2 events were completely dominated by Datsuns—specially flown in for the event from Japan—but the first three cars in the Group 2 race were disqualified for using plastic side windows.

At 1.45 pm the drivers were presented to the local dignitaries, and at 2.15 pm they set out on a warming-up lap, from which Amon returned with a water temperature of 125 deg and Hill with a slightly out-of-balance front wheel. There was no time to change it, but he didn't seem too worried.

Siffert made a terrible start from pole position, not using enough revs and having to dip the clutch again, and Hill shot through from the second row with Surtees alongside him, and actually ahead of him as they went into the first corner. Amon also got away well, but was relegated to fourth place before the end of the straight.

By the end of the first lap it was Hill, Surtees, Stewart, and half way through the next lap Stewart moved up to second place. Amon was fourth initially but was soon pushed back by Hulme, and Rindt moved up to sixth for a lap, only to have his engine cut out completely. A lap later the same thing happened to Ickx, which was probably a merciful relief as he was having a lot of trouble with his leg. Also in trouble were Solana, whose wing collapsed on the second lap, and Bianchi, who was late away and had a very smoky engine.

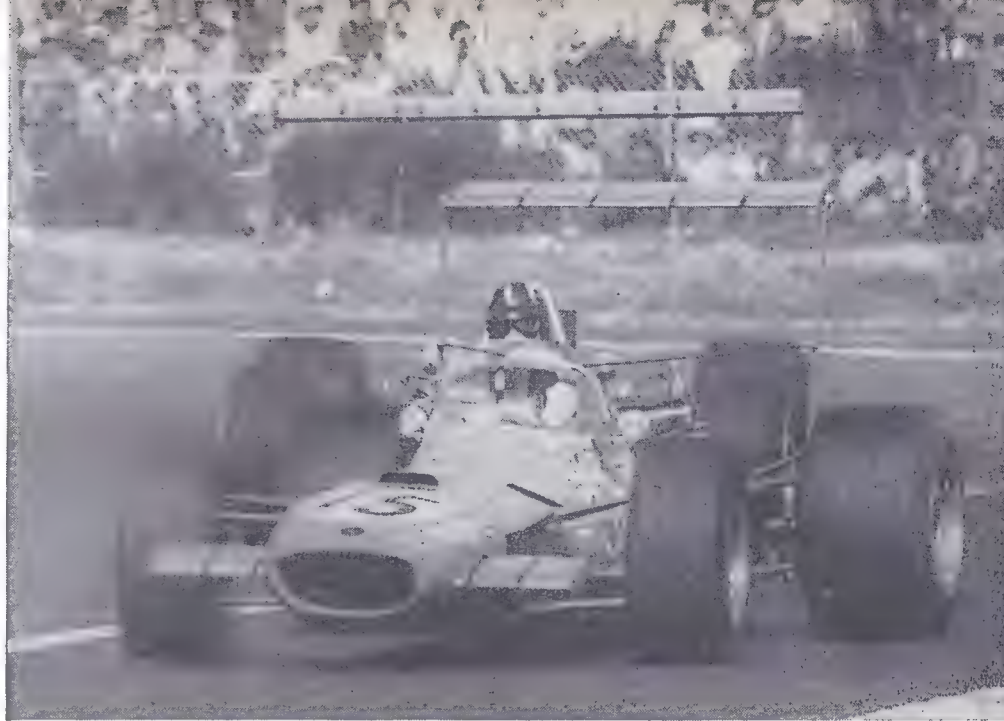
Siffert was really charging through the field, moving up from eighth on the first lap to third on the sixth, and Brabham and Gurney were moving up behind him at the expense of Amon and Rodriguez.

On lap 5 Stewart slipped past Hill to take the lead, and at the same time Hulme moved up to third ahead of Surtees, only to be pushed back a place by Siffert a lap later. At this stage Stewart and Hill were nose to tail with Siffert 7 secs behind them, but within five laps he reduced the gap to 2 secs.

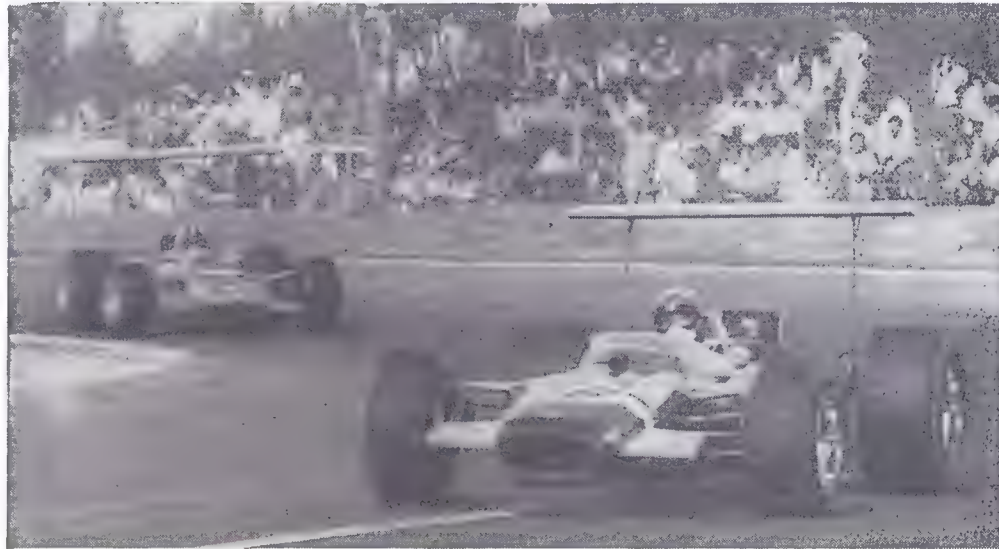
Hulme could not keep up with the leaders, and on lap 10 his last hope of the championship went when a damper broke as he came into the straight. The car smashed into the guard rail almost opposite the pits, wrecking the suspension and starting a fuel fire, but Denny got out unharmed and the fire was quickly extinguished—though not without a certain amount of Latin-American excitability. While all this was going on Beltoise retired with his rear suspension broken.

A lap earlier Hill had repassed Stewart, but the Matra stayed right on the tail of the Lotus, and it began to look as if Stewart had decided on a war of nerves. But all the time Siffert was closing on him, and on lap 17 he outbraked him at the hairpin to take over second place. Gurney had got the best of Brabham and moved up to fourth—albeit over 20 secs behind the leading trio—and Servoz-Gavin in sixth place was being hard pressed by McLaren. Oliver, in eighth place, had pulled away from Rodriguez, and then came Bonnier, Elford, Courage, Pescarolo and Bianchi. Solana had retired his Lotus because he didn't like driving it without a wing, and Amon and Surtees had both dropped out with overheating. Amon's water pump was not working properly, and the Honda's problem was probably the failure of a sealant in the block.

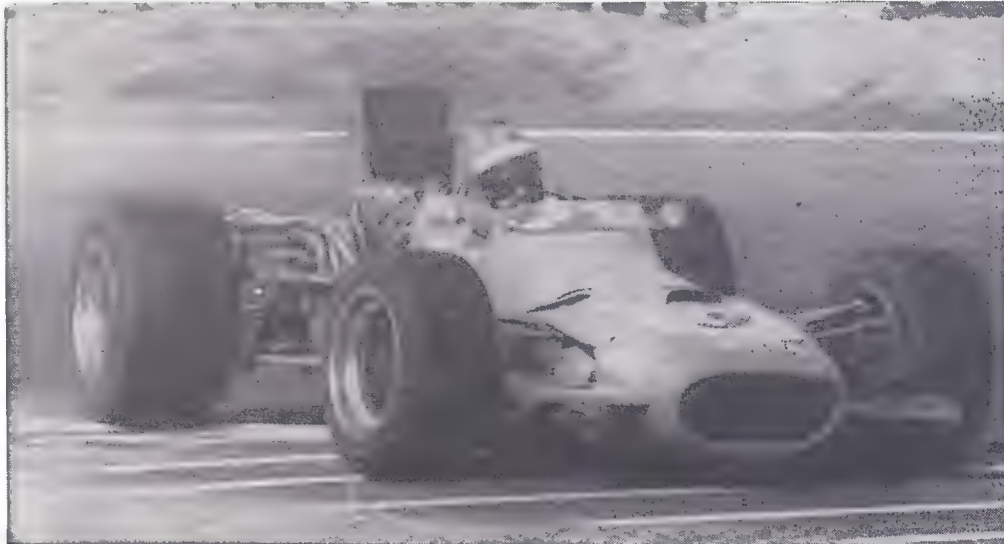
On lap 22 the inevitable happened and Siffert passed Hill, outbraking him at the hairpin; Graham was not particularly concerned because the World Championship was his as long as Stewart remained behind him. For three glorious laps the dark blue Walker Lotus stayed in the lead, pulling out an advantage of over 2 secs without apparent effort. Stewart was still only a few yards behind Hill, but Gurney and Brabham, battling for fourth place, were now half a minute behind; McLaren had finally



Stewart's Matra-Ford and Hill's Lotus-Ford fight for the World Championship; the Scot led for four laps in the early stages.



Surprise of the race was Jo Siffert's tremendous form. Having earned pole position in practice, he recovered from a bad start to take the lead from Hill—here very crossed up in pursuit—on lap 22.



Henri Pescarolo gets the V12 Matra very tweaked up on his way to ninth place; he was the last finisher.



After Denny Hulme had dropped out, it was left to constructor Bruce McLaren to uphold Colnbrook honours by coming home in second place, splitting the works Lotus.

got by Servoz-Gavin, but was 10 secs further back.

And then Hill and Stewart came round all alone, while Siffert headed for the pits with his throttle linkage adrift at the engine end. By the time he got under way again, he was in 12th place, two laps behind, but far from being dismayed at his

misfortune he started to go faster than ever; it was just like the days of Stirling Moss again, and Rob Walker could scarcely believe his stopwatch as Seppe reeled off a string of low 44s.

Almost unnoticed because of the battle at the head of the field, Bianchi and Courage had both retired with engine trouble.

Bianchi's engine had used up all its oil, and Courage's had run out of water. On lap 28 Gurney vacated third place with a broken lower rear wishbone, and Brabham found himself further up a Grand Prix field than at any time this year—though with McLaren steadily closing on him he could hardly afford to be complacent about it. Servoz-Gavin was now fifth, Oliver sixth and Rodriguez seventh, and although Bonnier had been lapped he was going really well in eighth place.

Lap after lap the leaders came round and still Stewart was within 2 secs of Hill. Then on lap 38 he was suddenly 5 secs behind, and on lap 39 the gap had stretched to 15 secs; the engine was not getting enough fuel to run above 6500 rpm, and Jackie couldn't do anything about it. After a few laps of this it became obvious that Stewart would be caught by McLaren, who had taken over third place when Brabham lost the use of first gear. After a few laps he got it back again and made up most of the deficit, but then he had to stop only six laps from the end of the race when his engine ran out of oil. It was burning it, not losing it (the track stayed surprisingly clean throughout the race).

With the pressure off, Hill eased back to 1 m 47/1 m 48, but still maintained a lead of around 80 secs over McLaren. Siffert was still charging on, and passed Hill again to unlap himself once, but there was obviously no time for him to repeat the process. By way of contrast Stewart was just touring round, steadily losing places, and dropped right back to seventh by the finish.

With Servoz-Gavin firmly in fourth place it began to look as if Stewart had chosen

Oversteer, neutral, understeer: Denny Hulme, just before his accident, hustles the McLaren along ahead of Big John's Honda and Black Jack's Brabham.



the wrong car, but with only eight laps remaining Johnny's engine blew up in a big way, and Ken Tyrrell was faced with the prospect of another £2000 repair bill. This, and Brabham's retirement, moved Oliver up to third, and there was great excitement all round the track when Rodriguez passed him with just three laps still to go. Next time round Oliver was in front again, and maintained his advantage to the finish, but Rodriguez could scarcely have had a more partisan audience if he had won the race.

In the last two laps Hill eased right off and allowed Oliver and Rodriguez to unlap themselves—Rodriguez showing his appreciation by almost colliding with him! Apart from having a bungy cord break on the third lap, this was Hill's only bad moment in the whole race, though he was not very happy about the way the crowd gradually encroached on the track until they were standing right on the edge of it. The organisers had not dared use troops for crowd control for fear of renewing student riots, and the unarmed police and marshals were incapable of keeping the younger element behind the 10-ft. fences—some of them used hacksaws to get through!

As Hill took the chequered flag Colin Chapman ran onto the track to give him a traditional victory gesture, and Hazel Chapman in the pits burst into tears. Thousands of spectators thronged into the pit area for the presentation ceremony, and Hill looked distinctly shop-soiled by the time he reached the sanctuary of the pits. Firestone gave an impromptu champagne party to celebrate their World Championship, and the Brentford engineers presented Graham with an engraved tyre, the wording being "Graham Hill, OBE, World Cham-



Jackie Oliver had his best drive of the year in the second Lotus 49B, in the closing stages wresting third place back from the BRM of local hero Rodriguez (here in pursuit).

pion 1968"; the Firestone directors must be out of their minds to close down such a successful racing division.

At the prizegiving Hill made a typically witty speech, during which he said he had the best car, the best engine, the best tyres, the best mechanics, the best designer and the best team manager. He also com-

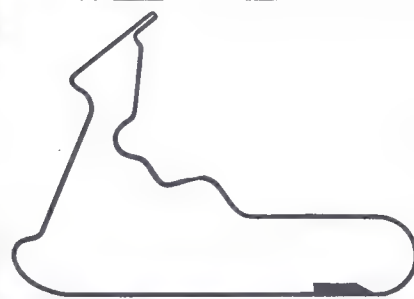
miserated with Jackie Stewart, Ken Tyrrell and Dunlop, and said how delighted he was when he saw Stewart's Matra dropping back.

It was a good end to a season of mixed fortunes, and after dinner everyone was speculating about what will happen next year.

Mexico's other Formula 1 driver, Moises Solana, lost his aerofoil in the early stages—to the discomfiture of the closely following Elf and Courage.



Race MEXICAN GRAND PRIX			
DATE and CIRCUIT NOVEMBER 3, 1968. MEXICO CITY WEATHER HOT, DRY.			
LENGTH	65 laps of 3.107 mile circuit. 201.94 miles.		
CATEGORY	FORMULA 1. WORLD CHAMPIONSHIP ROUND 12.		
NUMBER of STARTERS	21	FINISHERS	9
WINNER	G. HILL	LOTUS-FORD	av. speed 103.80 mph.
FASTEST LAP: J. SIFFERT in LOTUS-FORD No. 16 on lap 52 in 1 min. 44.23 sec. 107.26 mph.			
EXISTING LAP RECORD: J. CLARK in LOTUS-FORD in 1 min. 48.13 sec. 103.43 mph			
PREVIOUS YEAR'S RESULT: J. CLARK in LOTUS-FORD at 101.42 mph			



Entries									
NO.	DRIVER	CAR	ENTRANT	FUEL OIL	TYRES	CHASSIS			
1	D. HULME	McLAREN-FORD	BRUCE McLAREN MOTOR RACING LTD.	SHELL SHELL	GOOD	M7A	M7A-2	V8	
2	B. McLAREN	McLAREN-FORD	BRUCE McLAREN MOTOR RACING LTD.	SHELL SHELL	GOOD	M7A	M7A-1	V8	
3	J. BRABHAM	REPCO BRABHAM	BRABHAM RACING ORGANISATION LTD.	GULF GULF	GOOD	BT 26	BT 26-1	V8	
4	J. RINDT	REPCO BRABHAM	BRABHAM RACING ORGANISATION LTD.	GULF GULF	GOOD	BT 26	BT 26-3	V8	
5	J. SURTEES	HONDA	HONDA RACING	SHELL SHELL	FIRE	RA 301	RA 301. F 801	V12	
6	C. AMON	FERRARI	AUTOMOBILI FERRARI	SHELL SHELL	FIRE	0009	0009 0007 spare car.	V12	
7	J. ICKX	FERRARI	AUTOMOBILI FERRARI	SHELL SHELL	FIRE	0003	0003	V12	
8	P. RODRIGUEZ	BRM	OWEN RACING ORGANISATION	SHELL SHELL	GOOD	P 133	P 133.01 P 133.01 spare car.	V12	
9	H. PESCAROLO	MATRA	MATRA SPORTS	ELF ELF	DUN	MS 11	MS 11-03	V12	
10	G. HILL	LOTUS-FORD	GOLD LEAF TEAM LOTUS LTD.	SHELL SHELL	FIRE	49 B	49B-R6 (R8)	V8	
11	J. OLIVER	LOTUS-FORD	GOLD LEAF TEAM LOTUS LTD.	SHELL SHELL	FIRE	49 B	49B-R2	V8	
12	M. SOLANA	LOTUS-FORD	GOLD LEAF TEAM LOTUS LTD.	SHELL SHELL	FIRE	49 B	49B-R5	V8	
14	D. GURNEY	McLAREN-FORD	ANGLO AMERICAN RACERS	SHELL CASTROL	GOOD	M7A	M7A-3	V8	
15	J. STEWART	MATRA-FORD	MATRA INTERNATIONAL	ELF ELF	DUN	MS 10	MS-10-02	V8	
16	J. SIFFERT	LOTUS-FORD	R. WALKER-J. DURLACHER RACING TEAM	BP BP	FIRE	49 B	49B-R7	V8	
17	J. BONNIER	McLAREN-BRM/HONDA	JOAKIM BONNIER RACING TEAM	BP BP	GOOD	M5A RA 301	McL. - M5A-1 Hon - RA 301. F 802	V12 V12	
18	V. ELFORD	COOPER-BRM	COOPER CAR CO. LTD.	SHELL SHELL	FIRE	T86 B	T86B. FI-4-68	V12	
19	L. BIANCHI	COOPER-BRM	COOPER CAR CO. LTD.	SHELL SHELL	FIRE	T86 B	T86B. FI-1-68	V12	
21	J-P. BELTOISE	MATRA	MATRA SPORTS	ELF ELF	DUN	MS 11	MS 11-01	V12	
22	P. COURAGE	BRM	REG FARNELL RACING LTD.	SHELL SHELL	DUN	P 126	P 126-01	V12	
23	J. SERVVOZ-GAVIN	MATRA-FORD	MATRA INTERNATIONAL	ELF ELF	DUN	MS 10	MS 10-01	V8	

Results												
POS.	NO.	DRIVER	CAR	LAPS	TIME	SPEED	BRAKES	DAMPERS	GEARBOX	PLUGS	INJECTION	ELECS.
1	10	G. HILL	LOTUS-FORD	65	1h.56m.43.95s.	103.80 mph	GIRL FER	ARM	HEW FG 400	AUTOLITE	LUCAS	LUCAS
2	2	B. McLAREN	McLAREN-FORD	65	1h.58m.03.27s.	102.64 mph	LOCK FER	ARM	HEW DG 300	CHAMP	LUCAS	LUCAS
3	11	J. OLIVER	LOTUS-FORD	65	1h.58m.24.60s.	102.33 mph	GIRL FER	ARM	HEW FG 400	AUTOLITE	LUCAS	LUCAS
4	8	P. RODRIGUEZ	BRM	65	1h.58m.25.04s.	102.32 mph	GIRL FER	ARM	HEW DG 300	CHAMP	LUCAS	LUCAS
5	17	J. BONNIER	HONDA	64	1h.57m.44.95s.		GIRL FER	KONI	HONDA	CHAMP	HONDA	HONDA
6	16	J. SIFFERT	LOTUS-FORD	64	1h.57m.56.26 s.		GIRL FER	ARM	HEW FG 400	CHAMP	LUCAS	LUCAS
7	15	J. STEWART	MATRA-FORD	64	1h.58m.10.63 s.		GIRL FER	ARM	HEW FG 400	AUTOLITE	LUCAS	LUCAS
8	18	V. ELFORD	COOPER-BRM	63	1h.57m.56.06 s.		GIRL FER	ARM	HEW DG 300	CHAMP	LUCAS	LUCAS
9	9	H. PESCAROLO	MATRA	62	1h.58m.38.50s.		GIRL FER	ARM	HEW FG 400	MARCHAL	LUCAS	PUCELLIER
10	3	J. BRABHAM	REPCO BRABHAM	59	1h.47m.08.18 s.		NOT RUNNING AT FINISH					
11	23	J. SERVVOZ-GAVIN	MATRA-FORD	57	1h.43m.42.83 s.		NOT RUNNING AT FINISH					

Retirements				Championship Points			
NO.	DRIVER	CAR	LAP	REASON			
4	J. RINDT	REPCO BRABHAM	3	IGNITION.	G. HILL	48	R. ATTWOOD 6
7	J. ICKX	FERRARI	4	IGNITION.	J. STEWART	36	J. SERVVOZ-GAVIN 6
1	D. HULME	McLAREN-FORD	11	ACCIDENT AFTER SUSPENSION FAILURE.	D. HULME	33	J. OLIVER 6
21	J-P. BELTOISE	MATRA	11	REAR SUSPENSION.	J. ICKX	27	L. SCARFIOTTI 6
12	M. SOLANA	LOTUS-FORD	15	WING COLLAPSED.	B. McLAREN	22	L. BIANCHI 5
6	C. AMON	FERRARI	17	OVERHEATING. WATER PUMP DRIVE.	P. RODRIGUEZ	18	V. ELFORD 5
5	J. SURTEES	HONDA	18	OVERHEATING.	J. SIFFERT	12	B. REDMAN 4
19	L. BIANCHI	COOPER-BRM	22	ENGINE.	J. SURTEES	12	P. COURAGE 4
22	P. COURAGE	BRM	26	OVERHEATING.	J-P. BELTOISE	11	D. GURNEY 3
14	D. GURNEY	McLAREN-FORD	29	LOWER REAR WISHBONE FAILURE.	C. AMON	10	J. BONNIER 3
23	J. SERVVOZ-GAVIN	MATRA-FORD	58	ENGINE.	J. CLARK	9	S. MOSER 2
3	J. BRABHAM	REPCO BRABHAM	60	LACK OF OIL.	J. RINDT	8	J. BRABHAM 2

AUTOSPORT
BRITAIN'S MOTOR SPORTING WEEKLY

Practice 1				Practice 2			
DATE 1. FRI. p.m.		WEATHER WARM, DRY.		DATE 2. SAT. p.m.		WEATHER WARM, DRY.	
NO.	DRIVER	CAR	TIME	NO.	DRIVER	CAR	TIME
16	J. SIFFERT	LOTUS-FORD	1m. 45.52 s.	16	J. SIFFERT	LOTUS-FORD	1m. 45.22 s.
10	G. HILL	LOTUS-FORD	1m. 46.01 s.	6	C. AMON	FERRARI	1m. 45.62 s.
15	J. STEWART	MATRA-FORD MS 10-02	1m. 46.69 s.	1	D. HULME	McLAREN-FORD	1m. 46.04 s.
5	J. SURTEES	HONDA	1m. 47.26 s.	15	J. STEWART	MATRA-FORD MS 10-01	1m. 46.14 s.
6	C. AMON	FERRARI	1m. 47.52 s.	10	G. HILL	LOTUS-FORD	1m. 46.15 s.
11	M. SOLANA	LOTUS-FORD	1m. 47.67 s.	14	D. GURNEY	McLAREN-FORD	1m. 46.29 s.
2	B. McLAREN	McLAREN-FORD	1m. 48.28 s.	5	J. SURTEES	HONDA	1m. 46.49 s.
11	J. OLIVER	LOTUS-FORD	1m. 48.44 s.	3	J. BRABHAM	REPCO BRABHAM	1m. 46.80 s.
12	G. HILL	LOTUS-FORD	1m. 48.82 s.	2	B. McLAREN	McLAREN-FORD	1m. 47.00 s.
1	D. HULME	McLAREN-FORD	1m. 48.96 s.	4	J. RINDT	REPCO BRABHAM	1m. 47.07 s.
4	J. RINDT	REPCO BRABHAM	1m. 49.16 s.	8	P. RODRIGUEZ	BRM	1m. 47.80 s.
7	J. ICKX	FERRARI	1m. 49.56 s.	21	J.-P. BELTOISE	MATRA	1m. 48.38 s.
8	P. RODRIGUEZ	BRM	1m. 49.74 s.	7	J. ICKX	FERRARI	1m. 49.24 s.
3	J. BRABHAM	REPCO BRABHAM	1m. 50.30 s.	23	J. SERVÓZ-GAVIN	MATRA-FORD	1m. 49.27 s.
14	D. GURNEY	McLAREN-FORD	1m. 50.75 s.	18	V. ELFDOR	COOPER-BRM	1m. 49.48 s.
21	J.-P. BELTOISE	MATRA	1m. 51.21 s.	11	J. OLIVER	LOTUS-FORD	1m. 49.50 s.
22	P. COURAGE	BRM	1m. 51.36 s.	17	J. BONNIER	HONDA	1m. 49.96 s.
18	J. SERVÓZ-GAVIN	COOPER-BRM	1m. 51.51 s.	22	P. COURAGE	BRM	1m. 50.28 s.
17	J. BONNIER	McLAREN-BRM	1m. 52.30 s.	9	H. PESCAROLO	MATRA	1m. 50.43 s.
19	L. BIANCHI	COOPER-BRM	1m. 52.40 s.	12	L. BIANCHI	COOPER-BRM	1m. 50.57 s.
				19	M. SOLANA	LOTUS-FORD	1m. 50.97 s.

Lap Chart

Starting Grid

GRID ORDER		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
16	J. SIFFERT LOTUS-FORD	10	10	10	10	15	15	15	15	10	10	10	10	10	10	10	10	10	10	10	10
6	C. AMON FERRARI	5	15	15	15	10	10	10	10	15	15	15	15	15	15	15	15	16	16	16	16
10	G. HILL LOTUS-FORD	15	5	5	5	1	16	16	16	16	16	16	16	16	16	16	16	15	15	15	15
1	D. HULME McLAREN-FORD	6	1	1	1	16	1	1	1	1	14	14	14	14	14	14	14	14	14	14	14
14	D. GURNEY McLAREN-FORD	1	6	6	6	5	5	5	5	3	14	3	3	3	3	3	3	3	3	3	3
5	J. SURTEES HONDA	4	4	16	3	3	3	3	3	14	3	6	6	6	6	6	23	23	2	2	2
15	J. STEWART MATRA-FORD	16	3	3	6	14	14	14	14	5	6	23	23	23	23	23	2	2	23	23	23
3	J. BRABHAM REPCO BRABHAM	8	16	14	14	6	6	6	6	6	⑤	2	2	2	2	2	11	11	11	11	11
2	B. McLAREN McLAREN-FORD	3	8	8	8	8	23	23	23	23	23	11	11	11	11	11	⑥	8	8	8	8
4	J. RINDT REPCO BRABHAM	14	14	23	23	23	8	2	2	2	2	8	8	8	8	8	8	17	17	17	17
12	M. SOLANA LOTUS-FORD	11	11	11	2	2	2	8	11	11	11	17	17	17	17	17	17	18	18	18	18
8	P. RODRIGUEZ BRM	2	23	2	11	11	11	11	8	8	8	18	18	18	18	18	18	22	22	22	22
21	J.-P. BELTOISE MATRA	21	2	21	17	21	21	21	21	21	②	22	22	22	22	22	22	9	9	9	9
11	J. OLIVER LOTUS-FORD	23	21	7	18	17	17	17	17	17	17	9	9	9	9	9	9	19	19	19	19
7	J. ICKX FERRARI	12	12	12	22	18	18	18	18	18	19	19	19	19	19	19					
23	J. SERVÓZ-GAVIN MATRA-FORD	22	7	17	9	22	22	22	22	22	22	12	12	12	⑫	5	⑤				
18	V. ELFDOR COOPER-BRM	7	17	18	⑫	9	9	9	9	9	9	⑤	5	5	5						
17	J. BONNIER HONDA	17	22	22	19	19	19	19	19	19											
22	P. COURAGE BRM	9	18	9	⑦	12	12	12	12	12											
9	H. PESCAROLO MATRA	18	9	19																	
19	L. BIANCHI COOPER-BRM	19	19																		

AMON FERRARI 1m. 45.62 s.	SIFFERT LOTUS-FORD 1m. 45.22 s.
HULME McLAREN-FORD 1m. 46.04 s.	HILL LOTUS-FORD 1m. 46.01 s.
SURTEES HONDA 1m. 46.49 s.	GURNEY McLAREN-FORD 1m. 46.29 s.
BRABHAM REPCO BRABHAM 1m. 46.80 s.	STEWART MATRA-FORD 1m. 46.69 s.
RINDT REPCO BRABHAM 1m. 47.07 s.	McLAREN McLAREN-FORD 1m. 47.00 s.
RODRIGUEZ BRM 1m. 47.80 s.	SOLANA LOTUS-FORD 1m. 47.67 s.
OLIVER LOTUS-FORD 1m. 48.44 s.	BELTOISE MATRA 1m. 48.38 s.
SERVÓZ-GAVIN MATRA-FORD 1m. 49.27 s.	ICKX FERRARI 1m. 49.24 s.
BONNIER HONDA 1m. 49.96 s.	ELFDOR COOPER-BRM 1m. 49.48 s.
PESCAROLO MATRA 1m. 50.43 s.	COURAGE BRM 1m. 50.28 s.
	BIANCHI COOPER-BRM 1m. 50.57 s.

21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65				
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15	15	15	15	16	14	14	3	3	3	3	3	3	3	3	3	3	2	2	2	2	2	2	2	2	2	2	2	2	2	3	3	3	3	3	3	3	3	3	11	11	8	11	11	11	11	11		
14	14	14	14	14	3	3	2	2	2	2	2	2	2	2	2	2	3	3	3	3	3	3	3	3	3	3	3	3	3	15	15	15	23	23	23	23	11	11	8	8	11	8	8	8	8	8		
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18	18	18	18	18	9	9	9	16	16	16	16	16	16	16	16	16	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9						
22	22	22	22	22	22	16	16	16																																								
9	9	9	9	9																																												
19																																																

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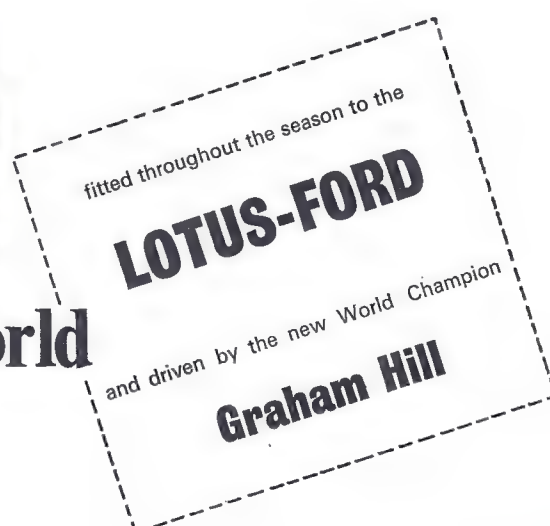
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RALLY RECORD

"For the rest of the section they drove in reverse with the front wheel retained by baling wire. . ."

John Davenport on the Australian end of the London-Sydney Marathon



JUST over 10 days ago I met Bill Barnett, Ford's Rally Manager, on his return from Australia where he had been completing the Castrol recce. Accompanying him was Gunnar Palm, who had flown on to Perth from Bombay where I had abandoned him. For transport they were to rely on Ford Australia, as the Lotus Cortina in which we travelled from London to Bombay was to be left there for some Australian drivers to practise the route in reverse back to London.

Somewhere along the line there was a slight misunderstanding and Bill had to wait two days in Perth for his practice car to arrive. When it did arrive his blood pressure rose considerably above the norm even for Western Australia, for the car was a GT that had been used as a demonstrator, and was so unprepared that it did not even have any tools. On their way out from Perth Bill stopped to buy an adjustable spanner, a hammer, a wire cutter and some baling wire, which he reckons must have been the best bargain of his life. They also had another short stop going out from Perth, during which two Western Australian traffic cops revealed themselves as the most uncivil and foul-mouthed yet encountered between London and Sydney.

Out from Perth the road is largely tarmac all the way to Paynes Find, whence run 90 miles of gravel road, interspersed with cattle grids, out to the control at Youanni. After Paynes Find it's almost 300 miles to the next petrol station, with most of it on rougher surface and with an assortment of grids and gates, some of which have to be opened and shut. For our recce team, however, it was the grids which caused the first trouble as some of them are smooth and can be taken flat, while others need to be taken almost at a standstill. Reading the Ford Australia recce notes, they arrived at one such grid, listed as "70 mph", only to find that grid reconstruction was taking place and a temporary diversion was in force through a nearby gate. Naturally there were no signs, and the Cortina received considerable body modification on the passenger side.

The section to Lake King finally saw the demise of the wretched demonstrator, for in the last part of the section the going becomes what Bill describes as ridiculous, with navigation becoming dependent on finding your way round fallen trees and through unmarked clearings. Despite all these hazards, it was in fact a pair of potholes concealed by the shade of a tree which whipped the track control arm out of the crossmember and caused the already bent body to sag noticeably. The hastily bought tools came into use, and for the remainder of the section they drove in reverse with the front wheel retained by the baling wire—which broke about once every mile. In Lake King they abandoned the car and hitched a lift back to Perth with a WA matron in a Ford Falcon.

There their troubles really started, as the hotel was very reluctant to admit two such dusty and dirty travellers, and then the following morning the earthquake struck, so that it was two very shaken men that caught the plane to Melbourne where they were to get a new car. Well, it wasn't

exactly a new car, as it had just come off the Southern Cross Rally, but it was at least prepared for the terrain that it had to cross. They drove 700 miles back to the eastern end of the Nullarbor Plain and carried on the recce from there.

The first section from Quorn to Moralan Creek starts off with the sign "Proby's Grave" so obviously PJ was out recceing even before Ford and found the going too tough. There is no tarmac here and the road, even when smooth, is constantly dipping into river beds and unseen potholes. Up to Brachina the road surface is rougher but the average only drops to a mere 50 mph. Competitors should not be fooled by what is apparently an easy average as constant stopping for gates, grids, dips and bumps eats away at the time. Nowhere is this more true, according to Bill, than on the section from Brachina to Mingary, which has 43 gates to open and close in a total distance of 210 miles. At some points it is necessary to drive up dry river beds, while at others cattle farms and homesteads have to be traversed and their angry inhabitants pacified. Brian Coyle of Rootes was threatened at several points on the route by irate farmers, while Bill and Gunnar actually had shotguns drawn on them.

From Mingary the pressure eases for a while as the route goes through Broken Hill towards the Australian Alps. The section beyond Edi is described as a typical RAC Rally stage, but after 30 miles it turns into private property and cannot be reced further. The next section to Omeo is blocked by snow where it passes over Mt Beauty and, despite the presence of tarmac in the section, it is doubtful whether this is on in the time allowed. Omeo to Murrindal should be easy, with lots of tarmac, but the section to Ingebyra is difficult, as is the terrible short one over to Hindmarsh Station, which the organisers have stuck in to ensure that no one has a clean sheet at the finish. From there the run into Warwick Farm is easy, despite the heavy and slow-moving traffic that is likely to be encountered.

So much for the route. The other things that Bill told me gave just as much food for thought, and have caused me to change my mind about what to take in the car. At the time he was there, the temperature was touching 105 deg F, and it may well go higher for us. They were drinking cokes and fizzy orange at the rate of one an hour, and even then there were noticeable signs of dehydration and thickening of the blood. Salt tablets (atabrine) and plenty of water in the car are an essential under such conditions. Dust also looks as though it may be a problem, as it has a powderfine consistency and there is little wind to disperse it. There is a possibility that the organisers may be persuaded to space the cars by 3 mins instead of 1 min to try to reduce accidents, but this may not be possible should a lot of cars reach Bombay. The dust is not good for the engine and filters are essential, plus frequent filter changes. Bill and Gunnar had to stop every so often to wash their filter element out in order to get air—on its own!—into the carburetter.

Two bright points: our intrepid pair had

only a single puncture on their entire trip, as the sand and rock are fairly smooth. This compares well with the three we had on the way down to Bombay. The other thing is that, apart from some lazy crows, the three of us did not hit a single animal from London to Sydney. That does not mean that the risk is not there.

About the rally generally, I learn that the route in England will include Westminster Bridge, so that the press and TV can film against the background of Big Ben. Also the organisers wish to emphasise that they are in no way responsible for your visas, carnets and other paperwork. If you retire in a country for which you have not obtained the proper visas, you are very much on your own. Likewise, unpaid bills and traffic offences are no one's responsibility but your own: you may get disqualified for them, but that in no way implies organiser's responsibility. This is a great adventure of our times: that is the way that the organisers look upon it and they are determined not to mollycoddle competitors. So there.

RAC works entries

ONLY ten days away is the RAC Rally. Fords are entering no cars because of their Marathon commitments, but there will be a lone Escort Twin Cam up there in the first seeded group. This is largely due to the inspired suggestion of David Sutton, who sells cars for Clarke and Simpson of Sloane Square and drives one of their Escorts in competition. I took Timo Makinen in to see him a week before the Motor Show started, and from that time on David couldn't get it out of his head that Timo was not doing the RAC.

The result is that Timo Makinen and Paul Easter are driving an Escort Twin Cam for Clarke and Simpson, and in my reckoning they start as equal favourites with the two Porsche drivers from Sweden, Bjorn Waldegaard and Ake Andersson.

Also entered in Porsches are Pauli Toivonen and Vic Elford, who draw theirs from the Stuttgart garage. Toivonen has an impressive list of wins this year but lacks luck and experience in England, while Elford will fit the RAC into a tight schedule involving the Tour de Corse and the Cevennes, which he will be doing in a 911R with David Stone. For the RAC he will be accompanied by Terry Harryman in a 911T.

Lancia have the biggest works entry with six Fulvias, of which three are entered in the "European Club Rally" for Groups 4, 5 and 6, which has 10 entries. Two drivers have been nominated for these cars: Rauno Aaltonen (with Henry Liddon) and Hannu Mikkola. The third one was to have been driven by Stirling Moss, but I would think that if it appears at all it will be with Tony Fall—the well-known Portuguese idol—at the wheel. The other three are in Group 2 and are to be driven by regular drivers Pat Moss/Liz Nystrom, Sandro Munari/Sergio Barbasio and Harry Källstrom/Gunnar Haggbom. Other major works interest is from Saab, who have four cars for Tom Trana, Simo Lampinen, Carl Orrenius and Hakan Lindberg.

A cold but dry Brighton Run

By JOHN BOLSTER

Photography by PETER BURN and TONY OSBORN

THERE is nothing quite like the Brighton Run, and those of us who are addicts become more and more impatient as November approaches. In my case, though, it approached all too quickly, for the car I was to drive was in many pieces. The 1903 Panhard, which I have driven in every event since 1934, had received a complete engine overhaul, and the usual last minute problems arose. Eventually the re-ground crankshaft, new bearings, gudgeon pins, and piston rings were delivered, and the workmanship was superb. There was no time for extended running-in before the great day, but right from the start the car ran faultlessly.

Everyone expected rain, but Sunday morning was dry, though there were low clouds. As we drove into Hyde Park with our oil lights burning, others were doing likewise, and the highly polished brass glinted and shone. Most veterans have very open bodies, but the MMC of J. Hamilton-Fish and the Georges Richard of Lord Strathcarron actually had luxurious little closed bodies. Some of the veterans were late in reaching their paddock positions because modern cars with RAC priority badges arrived from the wrong end and caused a hopeless jam. In the congestion, the 60 hp Mercedes driven by Stirling Moss began to boil furiously, much to Stirling's alarm.

The oldest car, Louis Holland's 1894 Benz, was running very smoothly while waiting on the starting line and the driver looked happy and confident. The first batch of cars, though all of the primitive pre-1900 type, started off well, even the 1896 Lutzmann, which was trembling all over, making a good getaway. Dennis Flather appeared to find the gear-change of the 1897 Daimler awkward when he changed up. It seemed a good day for steam cars, the Milwaukee and the Mobile both emitting huge white clouds; the latter was driven by M. Frost, who had come all the way from California, as had the 1896 Peugeot on solid tyres, driven by M. Toby.



Eight o'clock on Sunday morning, and the first car away (the oldest car in the Run), Louis Holland's 1894 Benz, gets the starting signal.

There was remarkably little last-minute drama before the start, but P. Grard from Belgium was hitting one of his brakes with a big hammer. Much worse was the plight of L. A. Jackson, who sheared the magneto drive of the famous racing De Dietrich from the Shuttleworth collection, as a result of which he was a non-starter. Just after the start, L. H. Hardy had to push his Humberette at Hyde Park Corner and Lt Cdr Bennett halted with his Cadillac in the Mall. A Gladiator and an Oldsmobile paused at Buckingham Palace, and Ray For-

ster's De Dion was stationary at Queen Anne's Gate, while M. M. Lips from Holland pushed his Delahaye over Westminster Bridge.

At Westminster Bridge, I had the first of many drag races with John Hampton's Panhard, and Mrs Allday's Mercedes needed attention at Waterloo. The Stephens was going remarkably slowly, H. D. Spivey's Gladiator was deserted in Brixton Road, and two of the American entrants found time to stop and take photographs. Mrs Kendall-Torry's Panhard stopped hereabouts, but probably to



Approaching Salfords with the climb at Redhill behind them, L. F. Willis' 1904 De Dion Bouton passes the 1904 Vauxhall of A. A. Garland.

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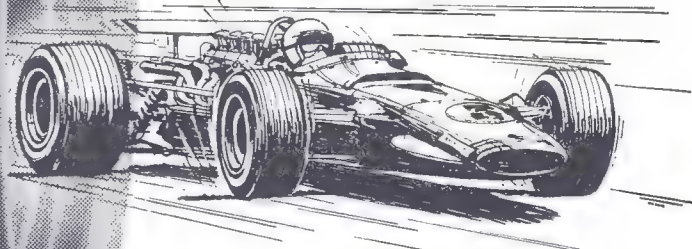
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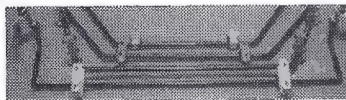
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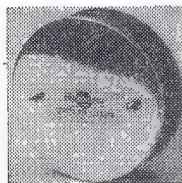
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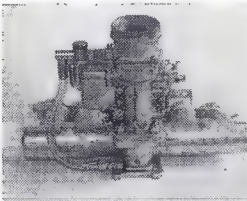


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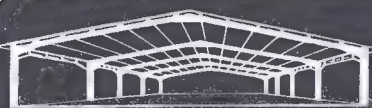
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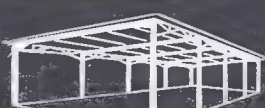
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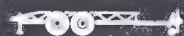
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waste time. It is forbidden to average more than 20 mph and the faster cars have to dawdle or stop occasionally, though the older machines can be fully extended and then only average 10 to 12 mph. I got a bit close to my highest permitted average, but stopped because I thought the Panhard was overheating, subsequently tracing the smell of hot metal to another car that I was overtaking. Mrs Simons' 1901 Albion had water gushing out at the top of Brixton Hill and we easily overtook Eric Thompson's 1900 De Dion at Streatham Station, and also Philip Fotheringham-Parker's 1896 Lutzmann, a ponderous vehicle which needs the whole of the available 8 hours to reach Brighton.

G. S. Sanders stopped his New Orleans for tuning at Streatham but the engine did not stop. J. H. S. Guest seemed to enjoy a bit of tinkering with his De Dion at Thornton Heath and the curiously named Orient Express had a short stop there, while L. D. Goldsmith worried over the engine of his Panhard. In West Croydon, Miss Bendall was tending her Oldsmobile and A. J. N. Cole was investigating one of the back wheels of his 1900 Benz. J. D. C. Allen's Oldsmobile was going well when we overtook him, with a remarkably healthy exhaust note, and J. A. G. Burchell's 1900 De Dion needed an expert diagnosis with bonnet open. Also in Croydon, we passed D. N. Woolard's 1896 Léon Bollée, one of the oldest cars in the Run but still remarkably sprightly, and it was here that we began to overwhelm the Benz contingent, these very early cars steaming merrily but plugging on. Most of these cars stopped more than once to lubricate the big end, which is not enclosed, but such stops are routine and cannot be regarded as breakdowns. However, B. J. Ducker had real trouble and seemed to have completely dismantled his Royal Enfield Quadricycle.

On getting out into the country, it was noticeable that breakdowns were fewer than ever before. This may partly have been due to the intense cold, which discouraged spectators from following the Run and made travelling much easier in consequence. The crowds came out later on and the tail-end cars were greatly obstructed, but to lucky people like us, travelling fast without invol-



Bolster eye view of the finish, as the Panhard-Levassor follows B. J. Williams' 1900-built Progress Quad along the prom.

untary stops, this was the easiest Brighton for years. It was also the first Run where all the steam cars went really well, though Alec Hodsdon's Gardner-Serpollet had one of its spectacular but harmless conflagrations, pillars of flame ascending from the boiler, which lives where the boot ought to be.

F. E. Davis, with the incredibly potent Etna tricycle, fairly flew past, and we were also overwhelmed by Count Labia's big De Dietrich and Lord Montagu's Panhard, driven by Geoffrey Kergon, though we retook him later on. The Beeston tricycle stopped at the top of Reigate hill but only for the rider, E. P. Sharman, to have a breather, it appeared.

As the Panhard ascended into the Sussex hills, it became even colder, and Princess

Grace had to leave the De Dion which Prince Rainier was driving and thaw out in a closed car; nevertheless, she returned to the veteran car for a triumphant entry into Brighton. This year, even a 7 hp car like our Panhard could exceed the permitted average if there were no stops and the later big four-cylinder models were obliged to stop frequently and waste time. On the fast roads in the Gatwick area, there seemed to be no breakdowns at all, proving that veterans go best when driven fairly briskly.

The run down into Brighton was fun as always, and curiously enough the weather was warmer close to the sea. Among the early arrivals were Francis Hutton-Stott's Lanchester, the Etna tricycle, the James and Browne of the City and Guilds College, and Peter Hampton's big Mercedes. Many of the cars were put on trailers, but I turned round and drove the Panhard home; by covering a good deal of the official route in the reverse direction, I was able to see how some of the late arrivals were progressing. Kergon had some trouble with the Panhard at Bolney and C. Smith's Oldsmobile stopped at Sayers Common; P. Black's Swift had engine trouble but was expected to finish. V. F. Smith was looking very worried as they worked under the bonnet of his Humberette.

Alec Hodsdon's steam car was finishing strongly but P. Foulkes Halberd's Peugeot was being pushed up a hill. The passenger of the Lutzmann had dismounted, but this is not unusual when climbing hills. H. E. A. Warner had broken a spring on a low tension ignition twacker of his Lanchester. The day before, he had eight stitches in his face after an accident with his starting handle, but he was working hard to rectify his ignition trouble in the hope of still finishing. John Mitchell was riding the Phoenix Trimco tricycle in the icy cold in shirtsleeves, though I was frozen in many layers of clothes. Admittedly, he had to give some pedal assistance. Hardy's Humberette, which broke down right at the beginning, was now in disgrace on its trailer.

It was an excellent Brighton Run, and our thanks are due to the RAC and to the police for a thoroughly enjoyable day. Perhaps the dry weather and the absence of serious traffic congestion contributed most to the success of the event.



Oops—sorry officer! Geoffrey Kergon's Panhard-Levassor uses a little too much road to pass the steam-powered Gardner-Serpollet of Alec Hodsdon as a man-in-blue follows them into Merstham.

lining-up the winners at Mexican GP

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17/53

FROM THE COCKPIT

"When you are sitting out in front with the chequered flag and \$20,000 waiting, you start to hear all sorts of strange noises."

Bruce McLaren on the Riverside CanAm



I like the way the *Los Angeles Times* described our chances of winning the race at Riverside. One of the reporters said: "The favourite? Why not the little fellow who won the race last year and the pole position this time—Bruce McLaren?" Another said: "Orange is big here this year. So is McLaren." After the race they said it had been a tea party for me because I'd been swigging iced tea, but it was certainly one of the hottest fastest tea parties I've even been to!

We took to Riverside early, more to make sure that we were ready than anything else. We had intended to tyre-test on the Wednesday prior to the race, but Good-year were fairly confident that they had a good compound for Riverside. They wanted to do any comparisons during practice when conditions were a bit more representative, so on Wednesday I drove Denny's car, got the gear ratios established, and found out just how little rear spoiler we could get away with and still be stable down through the Esses that are so important on this track.

While I'd been back in England working on next year's designs, Gary Knutson and the three others that comprise what we proudly call our engine division had been finding some more horsepower from our 7-litre Chevrolet engines. Back in June on the development engine we had over 600 bhp, but during the Series we'd had one or two problems and lost some of those horses. When I got back to California the encouraging news was that we now had a power curve the best part of 30 horsepower fatter than anything previous. Top speed on the straight we found was up a bit from last year, and according to our gear ratios and tyre sizes we were doing 190 mph.

There was no official practice on Thursday, so I ran my car for only a few laps. Last year Dan Gurney had qualified fastest in 1 m 39.3 s and, since we have had an

average improvement of about 3 per cent on lap times on most circuits, we expected a similar improvement this time, but it didn't happen. As it turned out my fastest lap, which was good enough for pole position, was only 1 m 38.5 s—not quite 1 sec faster than last year; but the rest of the field were relatively slower, so the track couldn't have been as fast as last year.

After practice I was reasonably confident that we were in a position to put up a good showing. I could lap fairly fast without trying too hard, the engine was strong and the brakes were just beautiful and showing no signs of fade. From 190 mph at the end of the straight we could pull down to 100 mph to enter Riverside's famous horseshoe Turn 9 in a little over 200 yards, and down through the Esses we found we got a slight improvement right at the end of practice by putting on some slightly wider rear wheels.

Apart from the engine bothers earlier in the series, we had only two other little problems with the car, which were both associated with the rear hubs. There was a tendency for a thrust race to loosen itself up a little, mainly because its push-fit was light in the casting, but we had taken care of that by flying new castings out from England. The other problem was a bearing sleeve that occasionally tended to shift, and the night before the race we decided to make a permanent fix on that by pinning them; so for the first time, as far as I was concerned, we went into a race with no real feeling of what could go wrong. Normally you worry about something. There's sometimes a weak spot, but this time I felt there wasn't an apparent one.

We'd made first and second on the grid again, and as the flag fell I beat Denny to the first corner and decided then to run just as hard as I could. The car felt just great. After about 10 laps I had around 5 secs on Denny and he was a similar distance ahead of Jim Hall's Chaparral. After

20 laps it had opened up to 10 secs, and a further 10 secs to Hall, with Mark Donohue running behind him in Penske's McLaren.

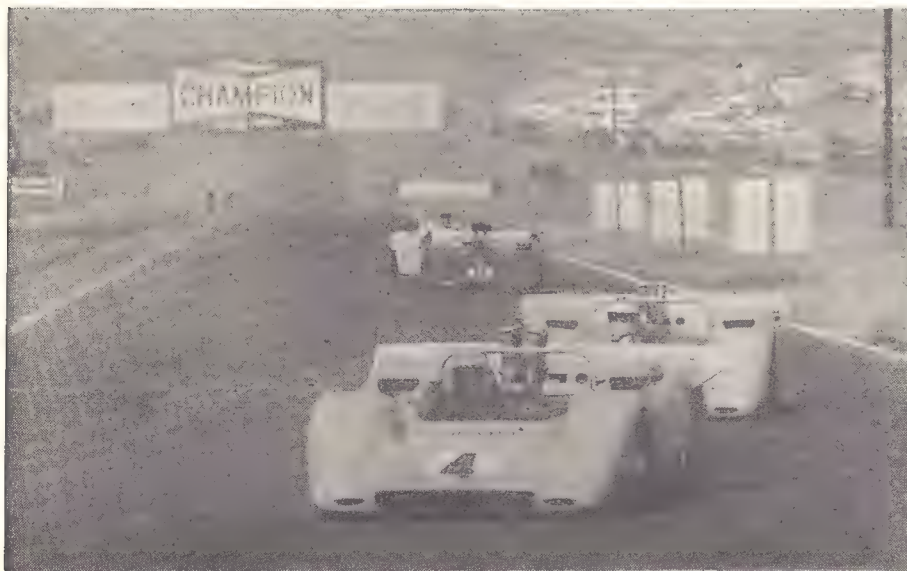
The fantastic middle-range power of our 7-litre engines made passing the slower traffic comparatively easy. We now had a performance edge on everyone in the race—even Jim Hall. I enjoyed it. I was surprised when they hung out a signal saying "30 laps to go." There's nothing like trying hard to make a race go quickly. It was so uneventful it was ridiculous. The only thing that really worried me was whether I would run out of iced tea! We had a quarter Thermos flask of tea packed with ice in the cockpit. It was fully set up with a breather system and a pipe taped onto the shoulder strap of my seat harness, so all I needed to do for a refreshing drink was to hook the end of the hose round and suck. Beautiful.

The temperature wasn't as high as it can be at Riverside, but it was still 95 deg F, and that's not exactly ideal conditions for a motor race. As it happened my iced tea lasted right to the last lap.

The only drama came when Denny got involved with some slower cars and spun out across the inside of a corner, which unfortunately had the half-tyre markers which are a treacherous feature of some American tracks. This completely wiped out the right front corner of the body—it was almost a repeat of last year, except that this incident was at the end of the race instead of at the start. Denny had been lying a comfortable 15 secs behind and if he had finished second it would almost certainly have won the CanAm Championship for him, but a couple of pitstops to check and repair the damage, and the slow laps from then on with the torn fibreglass flapping, dropped him back to fifth.

Jim Hall had pitted to mend a broken brake line which moved Mark Donohue up to second place, about 50 secs behind me. Over the last 10 laps I crossed my fingers and eased off. All the gauges said everything was Okay, but when you are sitting out in front with the chequered flag and \$20,000 waiting, you start to hear all sorts of strange noises that could spell trouble. But that big aluminium Chevy thundered on, and I won Riverside for the second year running to be the only two-time winner of the race. We had proved that when it mattered we could run either Denny's car or mine fast enough to win. Roger Penske's crew were under the impression that Mark Donohue could race with me but not with Denny, so I guess we proved a point at Riverside. John Cannon had won the race at Laguna Seca in pouring rain and I had great satisfaction lapping him this time. Every time I went by I thought, "John, those rain tyres aren't going to help you here today!"

As the CanAm Championship points now stand, Denny leads with 26 points and Donohue and I are tied at 23 points each. I guess really we just ought to run carefully at Las Vegas and try and place both cars, which would mean that either Denny or I (or both of us jointly) would win, but that's going to be hard—it's a lot more fun when you know the car can do it, and just run as hard as you can go!



Riverside: "We'd made first and second on the grid again, and as the flag fell I beat Denny to the first corner." Bruce still has the edge five laps on, both M8As ahead of Mark Donohue's M6B and Jim Hall's Chaparral 2G.

Good looks in the Italian style



THE Fiat 850 Coupé has been a tremendous success. It appeals to people who want good looks in the Italian style, an interior with an expensive finish reminiscent of the better GT cars, and a lively performance. Such customers are willing to pay for a small luxury car, and of all the little Continental coupés, the Fiat is the most attractive so far.

Performance is not the most important feature of such a car, but in keeping with the ever-rising graph, Fiats have decided to put a little more urge into the coupé. The formerly slightly over-square engine is now under-square, a new crankshaft yielding a stroke increase of 4.5 mm which, with the existing bore, gives a piston-swept volume of 903 cc instead of 843 cc. There is a

fractional compression ratio increase and peak revs go up from 6200 rpm to 6500 rpm, with maximum torque at 4000 rpm instead of 3600 rpm and a power increase of 5 bhp.

At this point, perhaps I should mention that I have been driving an 850 Coupé for the last couple of years. It has given excellent reliability, a set of front brake pads and a stop light bulb being the sole replacements: furthermore, when I have the car serviced at Fiats, it is always ready at the appointed time, with no oil on the seats or steering wheel. Personally, I am especially fond of it because the interior, where I spend so many hours, is exactly right, with no juke-box decoration. I am not greatly interested in the performance, because I

drive so many fast cars professionally, but I was interested to sample the more powerful engine of the latest model on a recent trip to the Paris Motor Show.

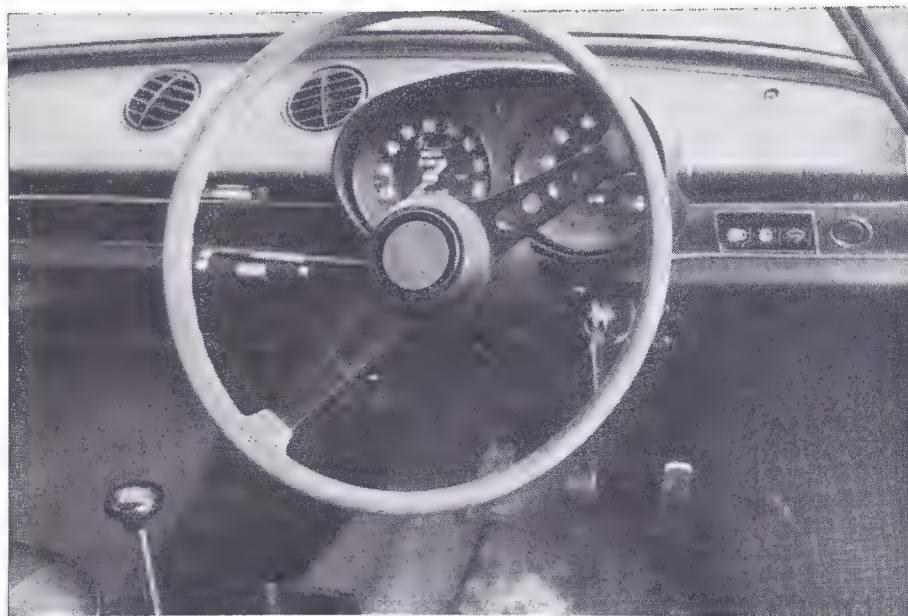
In addition to the new power unit, Fiats have also fitted four headlamps. These are a definite styling success and give superb illumination, while a revised treatment of the rear end, combined with new rear windows, makes the little thing look even more like a miniature Ferrari. Greatly appreciated were the new reversing lamps, a curious omission from the earlier model.

It was Laurence Pomeroy the elder, I think, who said that if you have to use a stopwatch to measure an improvement, it is not an improvement at all. It requires no chronometer to tell that the new Coupé



ROAD TEST by John Bolster

Fiat 850 Coupé



The front seats are roomy and comfortable, but the fresh air ducts are not ideal as they are coupled to the heater.

has quite a bit more steam than its predecessor. The change from first to second is instantaneous, and curiously enough I was always first away from the lights, even in Paris.

The car is geared to reach 90 mph at peak revs, and I timed it one way at over 93 mph. I covered a considerable distance on the Autoroute du Nord at 90 mph, and 80 mph was a very easy cruising speed. When pressed, the engine is definitely noisier than the old one, but it runs like a little dynamo at over 7,000 rpm. For a car of this character, closer gear ratios would be an advantage and five speeds would be ideal, but the little machine makes do very well with its normal touring gears.

Excellent roadholding has always been a feature of the 850 Coupé, particularly on wet roads. In the rain, I could not get through corners any faster with the new radial tyres, though they probably give more grip in the dry. They are a little harder at low speeds, but one would scarcely notice any difference in the ride on typical English roads. On French *pavé*, however, they are very noisy indeed. With their new, wide rims, they do give the car a more solid look, but I doubt whether I shall bother to change over when I must replace my own tyres.

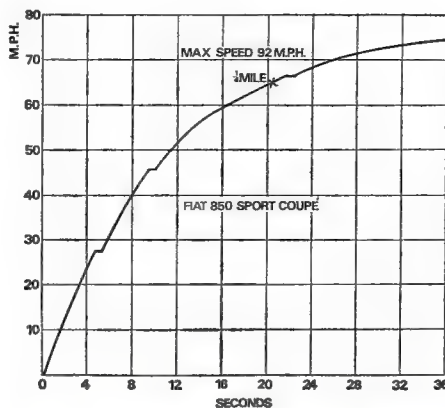
The brakes stand up well to hard driving and the car is very steady when they are slammed on in an emergency. The hand brake will hold the car on any normal gradient, provided that it is slammed on fairly sharply and not just eased gently onto the ratchet. Even with the earlier tyres, the steering was not light for so small a car, and the radial ply tyres add to this effect. It is not heavy, but one would expect finger-light control with such a tiny vehicle. The face-level ventilation is not separate from the heater ducts, so it is impossible to have warm feet and cool breathing air simultaneously, and the heater fan, though seldom used, could be quieter. For a relatively pricey little luxury car, a more sophisticated fresh air and heating system would be appreciated, but the existing heater is very efficient at warming up the car interior quickly.

There is plenty of room in the Fiat, with unlimited leg room for the two front seats. The back seat is not intended for two grown-ups, but a single passenger can find enough space, especially if he is of reasonable size. The children can be accommodated, and I used the rear compartment either for a lot of luggage in France or two large dogs in England. The front bonnet will accept a medium-sized suitcase, in addition to the spare wheel.

The shape of the body is no doubt partly responsible for the relatively high maximum speed and it also contributes to the notable fuel economy. Even when the full performance is used quite frequently, the consumption is at least 35 mpg, with even better results if the cruising speed never exceeds 70 mph. Though the stability is exceptional for a rear-engined car, gusts of wind cause some deflection when there is heavy luggage in the back.

The new Fiat 850 Sport Coupé is even better looking than its predecessor, and the four headlamps give really phenomenal illumination. The larger and more highly tuned engine gives brisker acceleration throughout the range and a higher maximum speed, though this model is not so exceptionally quiet as the original type. The car is a success because it was designed on a clean sheet of paper and it bears no resemblance to the 850 saloon. For those of us with small car incomes and Rolls-Royce tastes, the 850 Sport Coupé gives that touch of snob-appeal that we are after.

Specification and Performance Data



Car tested: Fiat 850 Sport Coupé, price £877 4s 9d including PT.

Engine: Four cylinders, 65 mm x 68 mm, 903 cc. Pushrod-operated overhead valves. Compression ratio 9.5:1. 52 bhp at 6500 rpm. Twin-choke Weber carburetter. Marelli coil and distributor.

Transmission: Single dry plate clutch. 4-speed all-indirect fully synchronised gearbox with central change, ratio 0.964, 1.41, 2.09, and 3.64:1. Hypoid bevel final drive, ratio 4.87:1.

Chassis: Combined steel body and chassis. Independent front suspension by transverse spring with upper wishbones and anti-roll bar. Worm and roller steering gear. Independent rear suspension by semi-trailing arms with helical springs and anti-roll bar. Disc front and drum rear brakes. Bolt-on disc wheels fitted 150-13 radial ply tyres.

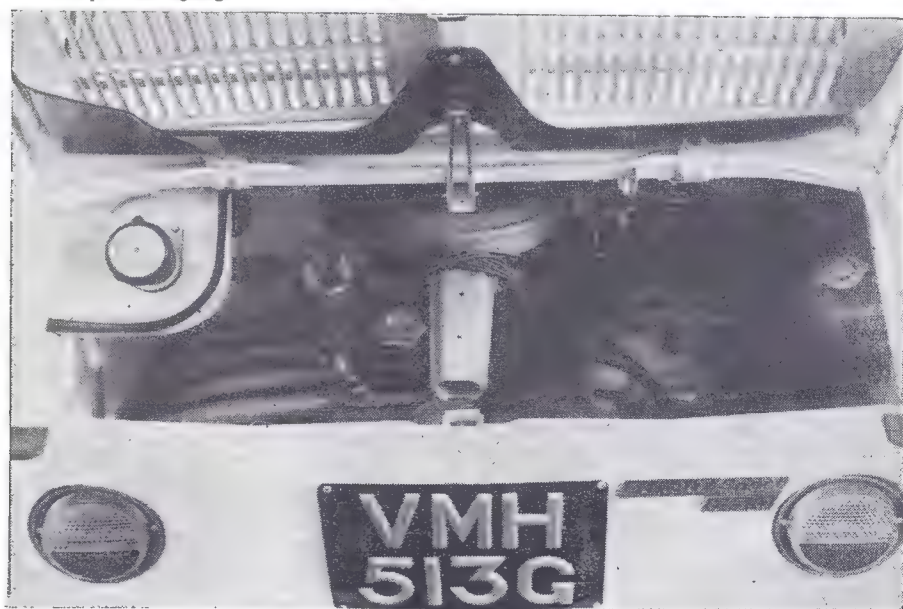
Equipment: 12-volt lighting and starting with alternator. Speedometer. Rev counter. Water temperature and fuel gauges. Heating and demisting. Flashing direction indicators. Reversing lights.

Dimensions: Wheelbase 6 ft 8 ins. Track (front) 3 ft 9½ ins, (rear) 3 ft 10½ ins. Overall length 11 ft 9½ ins. Width 4 ft 10½ ins. Weight 13.9 cwt.

Performance: Maximum speed 92 mph. Speeds in gears: third 67 mph; second 46 mph; first 27 mph. Standing quarter-mile 20.2 s. Acceleration: 0-30 mph 4.6 s; 0-50 mph 11.4 s; 0-60 mph 16.2 s; 0-70 mph 25.2 s. Fuel consumption: 34 to 40 mpg.



The addition of two more headlamps to the car gives excellent illumination as well as improved styling.



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(Photograph by courtesy of Autosport)

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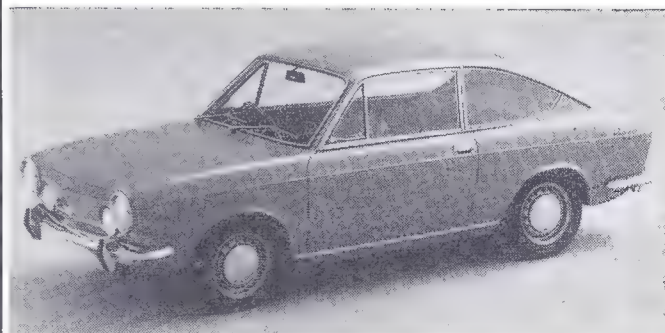
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CLUB CAMEO



TONY TRIMMER

"Everyone thought it was a brand new BT21; little did they realise..."

By JUSTIN HALER

OCTOBER 20, 1968, must have been a very gratifying day for the originators of Formula Ford. Just 17 months after the first FF race, drivers who had made their names in FF cars were holding first and third places in an international Formula 3 race. The first of them was Tim Schenken, whose rise to fame has been well followed, and the other was a rather shy, blond-haired mechanic having his very first serious F3 race and holding off many of the established names. His name is Tony Trimmer.

Trimmer was born on January 1, 1943, in Maidenhead. After a rather average school career, he joined the Merchant Navy at the age of 16 "with the idea of seeing the world." He got to see Australia and Russia and next on his list was Japan; however, the shipping line said that he would have to spend a couple of years doing the same route. He didn't fancy that at all and so he went back home, now in Uckfield, Sussex, and joined a local garage as an apprentice mechanic—"while I was at sea I had become interested in mechanical things." He stayed there for two years before joining another garage for a year. During this time he took a three-year course in motor mechanics, and at the end of it had a City & Guilds diploma.

Shortly afterwards he saw an advertisement in *AUTOSPORT* for a Formula 3 mechanic for the Willment team. "I got the job, but I found that they hadn't got any F3 cars, so I worked on all their machines, although mainly on Frank Gardner's Lotus Cortina, which was the only one that beat Clark's; I was very proud of that."

Meanwhile he joined a small "together-we-race" club, which hired out 500 cc Cooper-JAPs and Cooper-Nortons. "It was a real shoestring affair, but I managed to do three events." In hillclimbs at Valence and Firlie he got class thirds.

The racing bug was really in his blood, but he didn't have much money, which presented problems. He found his answer with Motor Racing Stables, who had just moved to Brands Hatch. "At that time they had old Formula Junior Coopers; I got to class 2 and then they said 'we haven't got a car for you to race.'"

It looked as though his racing career was to end prematurely, but then at the Racing Car Show he saw a brand new F3 Lotus 31

on the MRS stand. "It was a really fabulous car in those days, and I asked Geoff Clarke whether I could start where I left off. He said okay. I took a day off Willments' and went down to Brands. I hadn't driven a racing car for nine months and the test was to drive the reverse way round Brands, so when I became the only one of eight to pass, I was pretty pleased."

One week later he was offered a race by MRS in Mike Budge's F3 Cooper. "I asked Jeff Uren, the Willment team manager, whether I could have a day off. We fought like cat and dog and he said no, so I left." The race was the Easter Monday Brands and he finished sixth. "I told Geoff Clarke how I'd left and he offered me a job as a mechanic at MRS. I joined, and for a year I ran the place with Henry Clarke. But I found that I got fewer and fewer drives with the job as Chief Mechanic—I really put my heart into the job."

In 1966 Harry Stiller joined the Stables with his BT15 Brabham. Tony had two races with that car and a couple more in the Radio London BT15.

For 1967 Stiller bought two Brabham BT21s for himself and Tony Lanfranchi and took on Trimmer to look after both cars. Usually one mechanic has enough trouble in looking after one F3 and Tony found it all a bit too much—"it really is very difficult to keep two good F3s in top condition." His only race in all this time had been in an MRS Formula Ford Lotus 31, which yielded a fourth place. Then in June Stiller left MRS and set up shop with Charles Lucas; this meant that Tony could now concentrate on preparing Harry's car. "Stiller kept promising me races with the car, but they never came about."

In the winter of 1967 he was introduced to Frank Williams, who then operated from a lock-up in Harrow. "I struggled right through the winter, half the time working in the snow outside the lock-up." He managed to save up £700, and when Williams moved to new lush premises in Slough Tony started a big hunt for bits to build a Formula Ford. "I saw a frame at MRS all rusty and bewildered; it had been rolled by Tetsu Ikuzawa at Oulton. His mechanic had classed it as a write-off, stripped all the bits off and left it." That was the start of his very successful BT21 Brabham. "I reckoned on £500 for a complete car; Frank

was buying a lot of write-offs from the continent at this time, and I bought off him all the bits that he wouldn't put back on cars." Gradually the car began to take shape, but it was no easy business. "I would never work on my car in Frank's time and so I devoted every evening, every weekend I had to the car. Sometimes Frank would arrive in at 4 am after taking a bird out, walk in and I'd be there. He began to call me "machine."

Nevertheless Frank took note of this utter dedication, and he promised that he would buy Tony a good engine if he went well. When the car first took to the track at Brands Hatch "everyone thought it was a brand new BT21; little did they realise all the work that had gone into it and the fact that it was running on different springs and the wrong-size roll-bars." He came fourth in that race, an encouraging start. The car had cost £680—£180 more than he'd calculated—and by now he was without a penny; "I didn't even have a trailer or tow-car; I had to borrow them."

Consistently the car performed well, and gradually Tony managed to get the right springs and so on. The engine had been bog-standard, but Tony worked on it and by June "the car was as fast as any on corners, but couldn't keep up on the straight." Then in June at the Whitsun Mallory meeting Tony put in a lap record of 52.0 secs, even faster than Schenken. "Frank was really pleased and kept his promise and got me a Chris Steele engine." At Crystal Palace in July Frank, Charles Lucas and Roy Thomas were all watching and Luke said he should have a F3 drive.

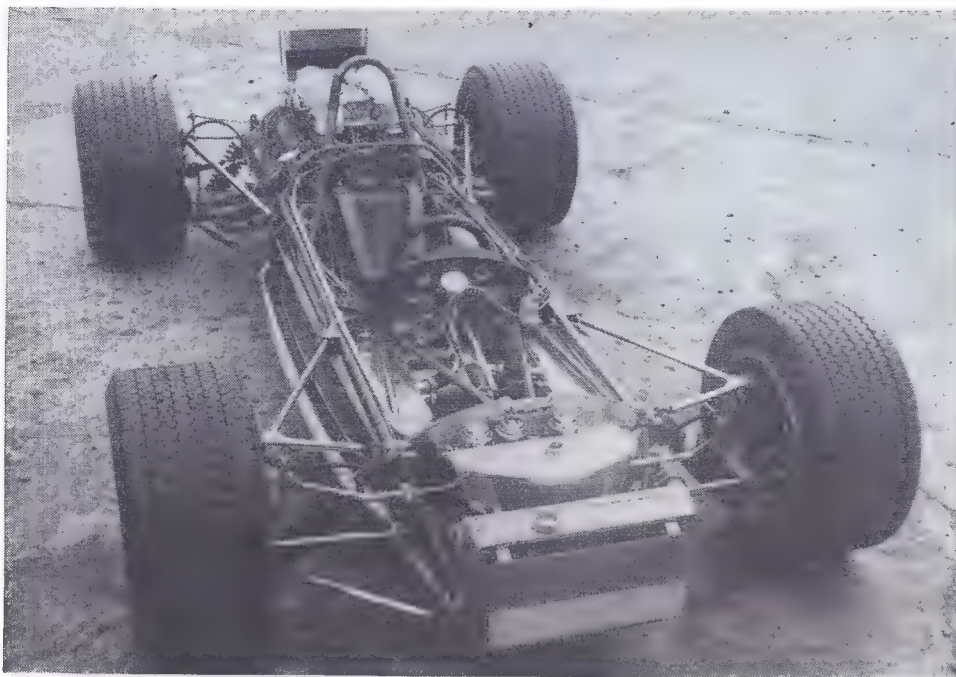
An F3 BT21 was being built up (later driven by American Sam Brown) and Tony was sent to Brands with it. He came second to Tony Lanfranchi and did a lap in 52.4 secs. Meanwhile Roy Thomas asked if Tony would put his engine in an FF Titan and try it. They had various test sessions, and at Brands he equalled Schenken's lap record. Then came the race at Mallory where he proved that the Titan was a competitive FF car.

"On the Monday before the International at Brands in October, Jeff Uren phoned up and asked if I would drive his car in the race." They took it down to Brands where it did a 52.2, but Tony was not happy with the handling. He took it back to Slough and gave it the usual "Trimmer set-up." In the race he surprised everyone, coming home third in his heat in front of Alan Rollinson, John Miles and Mike Beckwith. In the final he was in third place until the last lap when he misunderstood a pit-signal and thought the race was over. By the time that he had realised his mistake, it was too late and he went off on the last corner trying to catch up. But he had made the point that he could keep up with the very fastest people in F3.

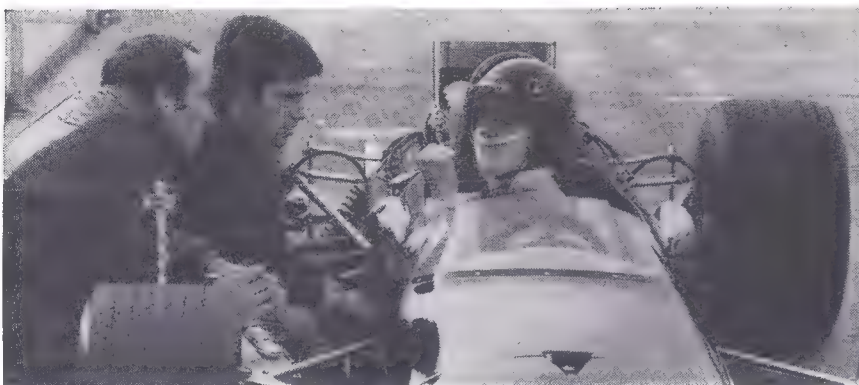
He now wants to get a really competitive drive in F3 for 1969. Naturally he is pleased about the way the season has gone—"Frank and several other people have really helped me a lot." His immediate objective is earn second place in what is left of this year's Guards FF championship. With talent as well, his chances of making the grade are rosy.



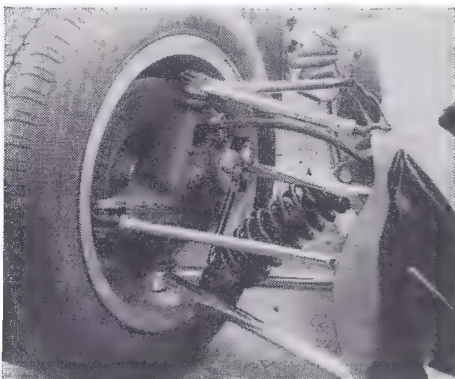
The FF BT21 is prone to oversteer! (Clearways, Brands Hatch).



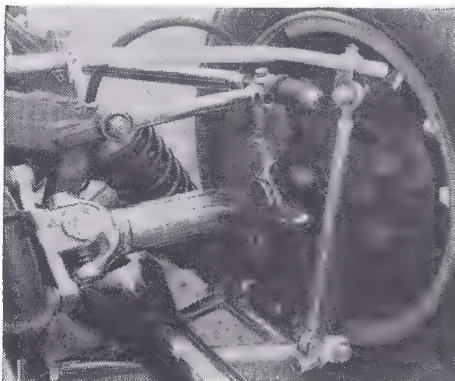
Unclothed, the BT24W displays its faultless preparation.



Williams, Muller and Pike confer in the Silverstone pits.



Front uprights and wishbones . . .

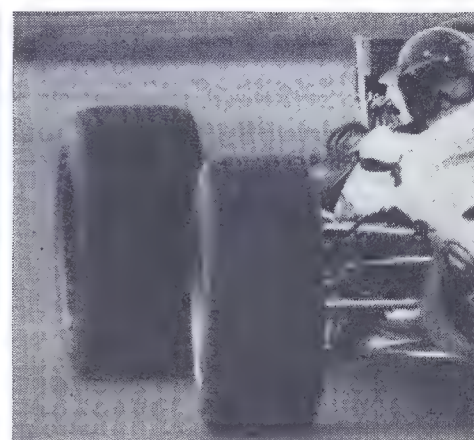


. . . and rear wishbones are BT26.

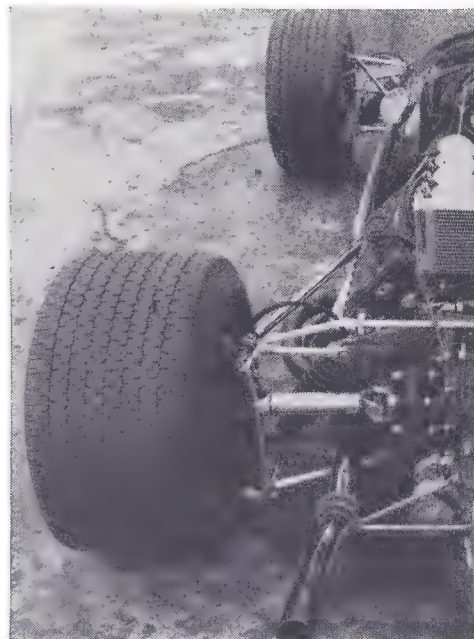
SENSATION of this year's Tasman Series was Piers Courage, who took over a private Formula 2 McLaren on a limited budget and finished third in the Championship behind the late Jim Clark (Lotus 49T) and Chris Amon (Ferrari V6), both in full 2½-litre works Tasman cars. He won the last round of the series in the rain at Longford, and in the other seven races he scored a second, three thirds, a fourth and two fifths—always against much more powerful machinery.

The Kiwi and Aussie motor racing enthusiasts haven't forgotten this performance and they are looking forward to seeing Piers again in next year's series, which starts with the New Zealand races in two months' time. But on this occasion he will have a really potent mount, which should be directly competitive with the works Lotus 49BTs of Hill and Oliver, the 2.4 Ferraris of Amon and Bell, and the lone works Brabham-Repco that Jack Brabham will campaign in the Australian races. This is Frank Williams' new weapon—basically a Brabham BT24 with a 2.5-litre Cosworth-Ford V8—which is being shipped to New Zealand next week. To keep the chassis number fiends happy, let's call it the BT24W—W standing for Williams (or his nickname!).

Both the Brabham BT24s used by Brabham and Hulme last year were sold after this year's South African Grand Prix to South African customers, but during the early part of this season MRD built up a third BT24 out of last year's spares, and this was the car, with two-cam Repco engine, that Gurney drove at Zandvoort and Ahrens at the Nürburgring. BT24/3 differs from the first two



Pike presses on through Copse.



Rear mounted oil cooler allows better radiation.

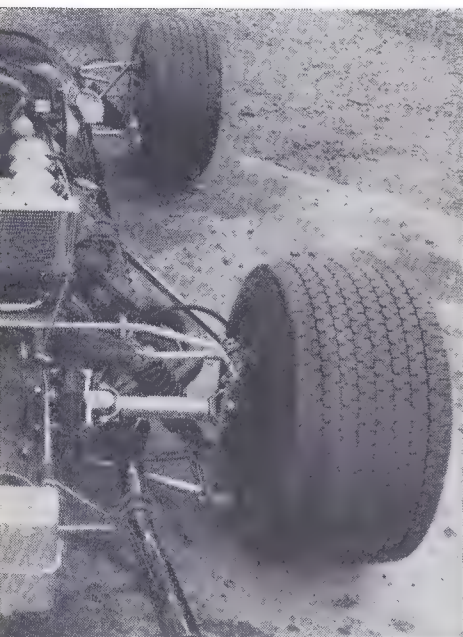
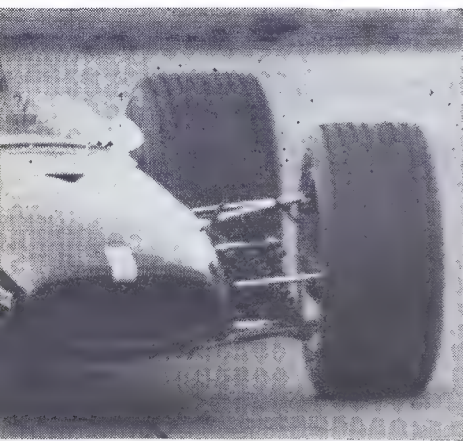
Williams' Brabham

By SIMON TAYLOR

BT24s in having stronger pick-up points (from experience gained in Jack's 1967 German GP practice shunt), and BT26 front and rear bottom wishbones and uprights.

Once the car arrived at Frank Williams' Cippenham premises it took seven weeks of non-stop work to adapt it for its new engine. A good 95 per cent of this work has been the responsibility of Frank's demon man John Muller, who comes from New Zealand and, to Frank's dismay, is giving up motor racing work at the end of the Series and staying down-under to farm some of his native land. John's standard of workmanship is superb and the car, turned out in Frank's dark blue colours, is faultlessly prepared.

The Ford engine sits snugly in the car as though that's the way the chassis was built, but in fact a considerable amount of re-designing was necessary. The top chassis rails were lowered 1.8 ins, and the gearbox (a Hewland FG) raised an inch because the water outlets on the engine wouldn't clear the chassis tubes. The radius rod pickup points were moved out and forward and the wheelbase is now 2.5 ins shorter, which necessitated reducing the fuel tank length, and a new bulkhead had to be built in to take the standard Cosworth front engine mounting. All the rear chassis diagonals are



low.

1m-Ford BT24W

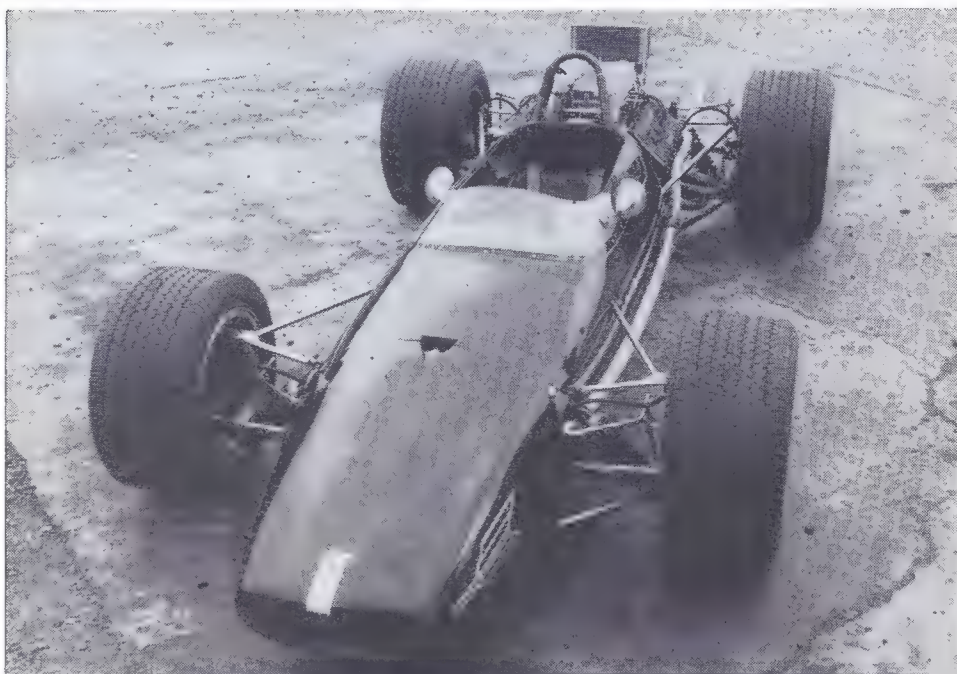
Photography by PETER BURN

new, as the Ford engine is an appreciably different shape to the Repco.

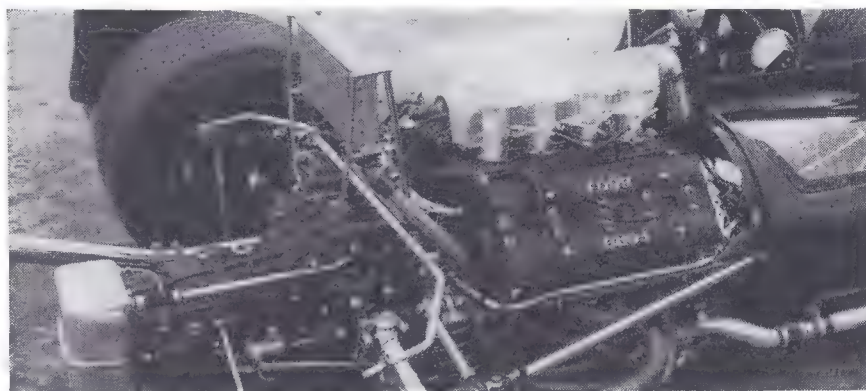
Anticipating the heat of the Antipodean summer, the water pipes are routed outside the car, and the oil cooler removed from the nose, where it obstructed the radiator, to an exposed position high behind the engine. All unions, piping and wiring are of special lightweight (and fireproof) aircraft material, and the neat finish and general air of careful forethought puts many works cars to shame.

Quoted power output of the Cosworth-Ford V8 in 2.5-litre Tasman Formula guise is 340 bhp at 9500 rpm; although this is considerably less than the 3-litre unit, the smaller engine is said to be easier to drive, as the torque band is quite wide and the power comes in much less suddenly. Anyway, Jack Brabham apparently did a 1 m 15.2 s at Goodwood testing this car earlier this year with its 3-litre two-cam Repco motor; the other week Piers, limited to 9000 rpm by the newness of the Ford engine and with rather hack wheels and tyres, did a 1 m 15.3 s before flying to Mexico.

In Piers' absence, Frank asked Roy Pike to come to Silverstone last Friday to help in the car's sorting programme, as the engine had to go to Cosworths for a five-day rebuild before the car was shipped and time was getting short. After a rainy morning, much



The Cosworth V8 is actually wider than the Brabham's body.



The radius arm mountings were moved forward to clear the wide engine.

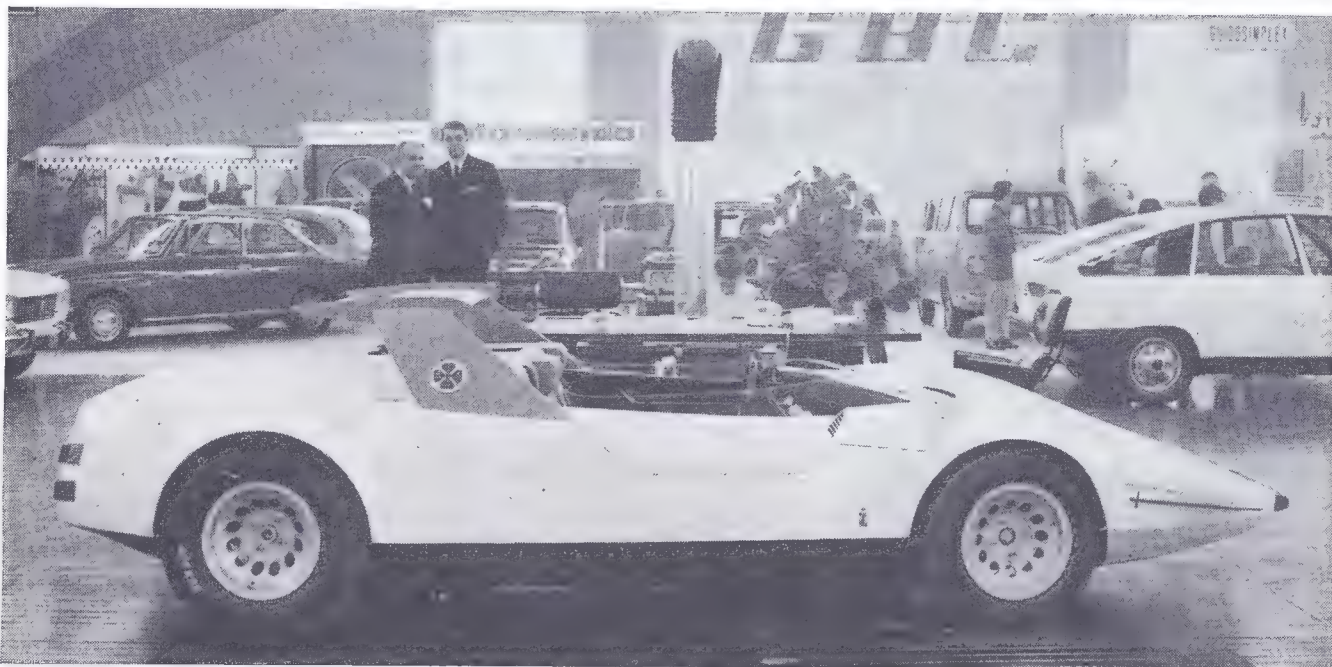
of the afternoon was gone before the circuit dried out, but Roy settled down very quickly and, without extending himself or the car, was soon lapping the club circuit consistently in the 56/57-sec bracket (Piers has driven the car on this circuit briefly and got down to 55 secs dead). Roy is a sensitive and articulate test driver; it is always fascinating to watch a professional trying a car for the first time and, after a dozen laps, being able to come into the pits and immediately produce a wealth of useful information about the car's behaviour, relax for 5 mins, and then go out again and discover more.

Some idea of the professional determination behind Frank Williams' Tasman effort—and the considerable financial outlay that must have been necessary—is that he is taking a complete car in spares, apart from fuel tanks and chassis frame, with some parts in triplicate; a second 2.5-litre engine is on order. This includes 16 spare wheels and tyres (that's over £1000 worth), and a new Hewland FG400 gearbox (£600) which is now on the car; the one that came with the car is being rebuilt at Hewlands.

It doesn't need much imagination to realise that here is an *équipe* that could, with just a change of engine capacity, go Grand Prix racing with a considerable hope of success, for they have the car, the driver, the engine and the know-how. Frank makes no secret of the fact that he would dearly love to enter the Formula 1 field, but he isn't saying anything yet; he honestly hasn't decided. He wants to see how his new baby fares in the seven Tasman races before he makes up his mind. We wish him, it and Piers Courage lots of luck.



A full safety harness, including crotch straps, will hold Piers Courage in place. Even the fuel tanks are polished to a mirror shine.



Alfa Romeo P/33 Roadster GS by Pininfarina

The Turin Motor Show

By JOHN BOLSTER

Photography by NIGEL SNOWDON

THE Turin Show occupies a very special place in the programme of international exhibitions. It is not favoured for the introduction of new models, because it directly follows Paris and London, and in this respect it is inferior to Geneva, where many of the important manufacturers launch their latest offerings in the spring. It is, of course, the place where the great Italian motor industry displays its wares, but above all it is the big opportunity for the Italian coachbuilders to unveil their artistic triumphs.

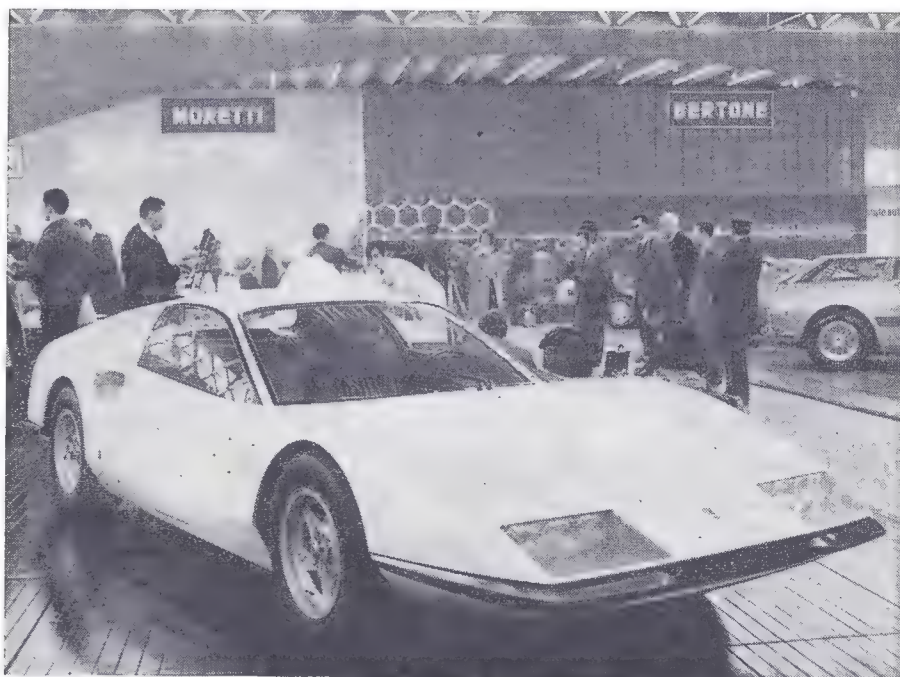
The Show opened with a highly charged political background. At last General de Gaulle has tried to hit one his own size, and Gianni Agnelli has walked all over him. For more than 10 years Michelin have been longing to get rid of Citroën, and now they have succeeded. Without this weight the great French tyre firm will become a tremendous force on international markets, and it is likely that they will take the place of those who have retired hurt from racing. Similarly Citroën will feel the Agnelli boot in the right place, and the monastery on the bank of the Seine will become a temple of Big Business. Meanwhile, *Vieux Charles* has been allowed to withdraw his veto under the cloak of a cunning ruse, but when is a takeover not a takeover?

Before the Show we were the guests of Gianni Agnelli at the new Fiat works at Rivalta. This is an immense factory, brand new and second only to the main Fiat headquarters at Mirafiori. Here the sports cars are produced, mostly the 850 and 1500 coupés. Seeing these tens of thousands of sports coupés flowing off the assembly lines, one is again amazed that any serious manufacturer can leave this huge market entirely to Fiat, with hardly a serious competitor. Nevertheless it is as a builder of medium-sized saloons that Fiat proposes to lead the world, and Signor Agnelli taunted us by boasting that his new 130 was already in existence and locked up so that we could not see it! Perhaps at Geneva. . . ?

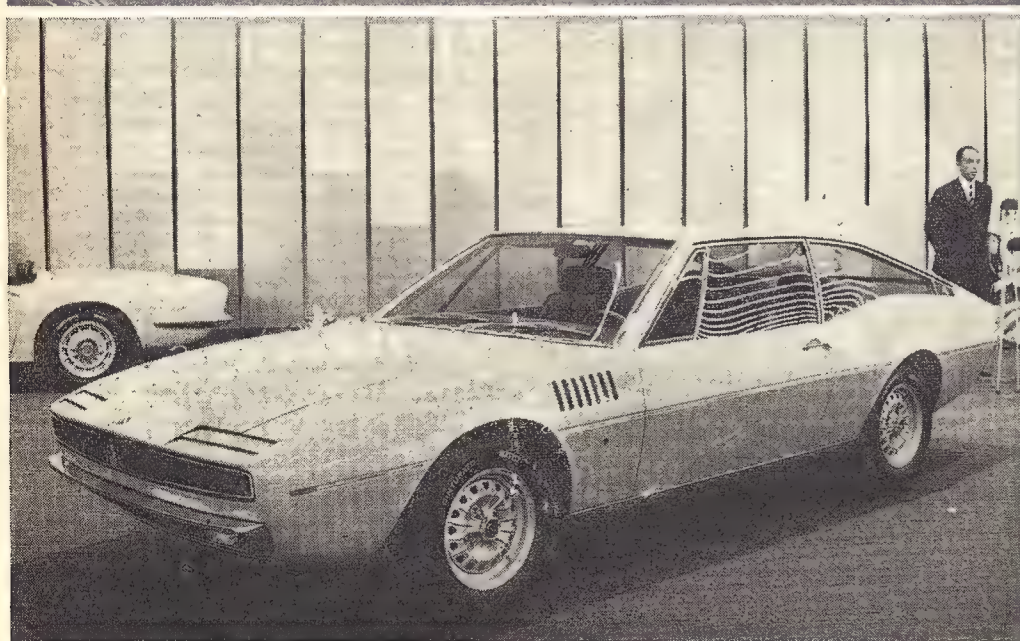
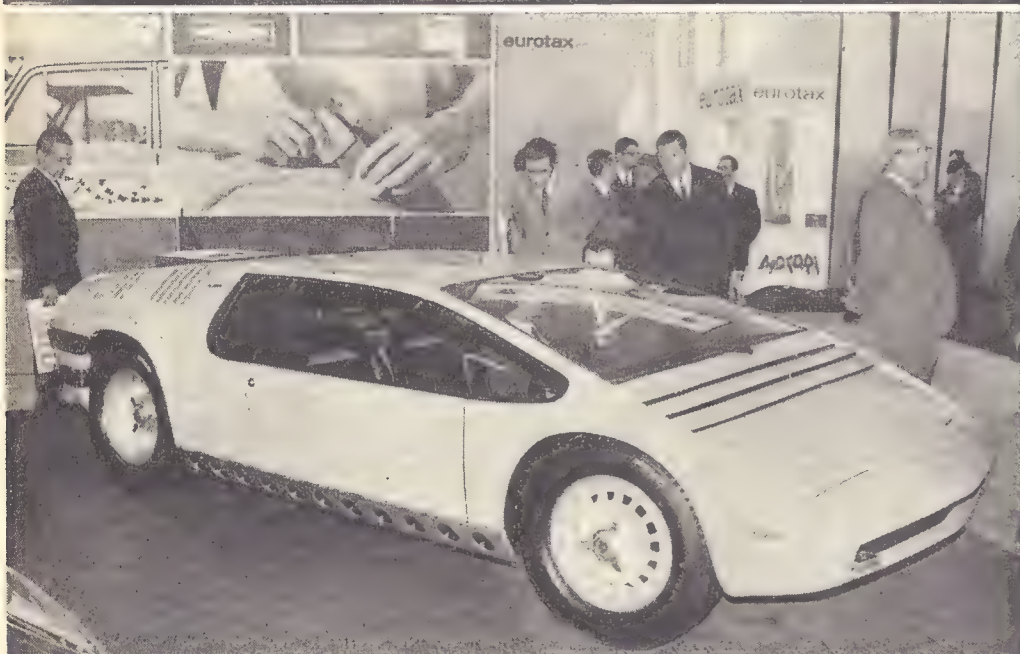
Let us go to the Salone, however, where the new offerings of the coachbuilders traditionally arrive at the 11th hour, with little men still hammering and painting. There had been whispers that Bertone had become the undisputed leader, and that none of the other Italian specialists mattered any more. The main novelties of Pininfarina were so fashionably late that Press day opened without them. When they arrived, it was seen that once again the famous firm was indisputably and incomparably the master. The Bentley of Earls Court was recognised as merely a rather poor joke, and it was not

a question of which stand held the car of the show, but of which Pininfarina creation one chose for that honour.

Quite the most striking was the Pininfarina Alfa Romeo P/33 Roadster GS. This wedge-shaped open car starts with a low air intake slot, of which the upper lip is in the form of a black rubber bumper. A single glazed panel in the top of the nose contains the lights and tips up when the headlamps are required. There is a low screen before the two occupants, and just behind them the air trumpets for the fuel injection project from the body. Above these intakes is an aero-



Ferrari P6 by Pininfarina



foil, the angle of which is governed by oil pressure, and the whole assembly simultaneously forms an oil cooler and a roll-over bar. The finned exhaust system, slotted into the back panel of the tail, has eight outlets, and there is also provision for the expulsion of hot air from the engine compartment.

Pininfarina also has a Ferrari P6 coupé of which the central chassis backbone also acts as an air duct for the engine. Additional air is obtained from ducted scoops in the doors, and the lights and flashers are in shaped transparent compartments on either side of the nose. Another central-engined Ferrari is the 250/P5 which was shown at Geneva, with an enormously long rear window section exposing the four-cam fuel-injection engine.

Entirely new is a Pininfarina four-door saloon on a BLMC 1300—it is actually an Innocenti, but it could as well be applied to a "genuine" Morris. This car is a tremendous success, with four separate seats and a light and airy interior. If it ever goes into production, it must be a world-beater.

Bertone shows the now well-known Carabo Alfa Romeo and the Lamborghini Miura, with a saucy little coupé version of his Fiat 850 Spyder. He also has another 850 coupé with "Racer Team" emblazoned on the side. Oh, dear!

Most dramatic is the Bizzarrini, a central-engined coupé with the big Chevrolet V8 engine. The driver sits in the middle one of three bucket seats, so there is no problem of right-hand-drive for the British market, and just behind him are the eight plated trumpets of the Weber carburettors. The switches and controls are on the floor on each side of the central seat, and the lamps are retractable. It is called the Manta, and the designer was Giorgio Giugiaro.

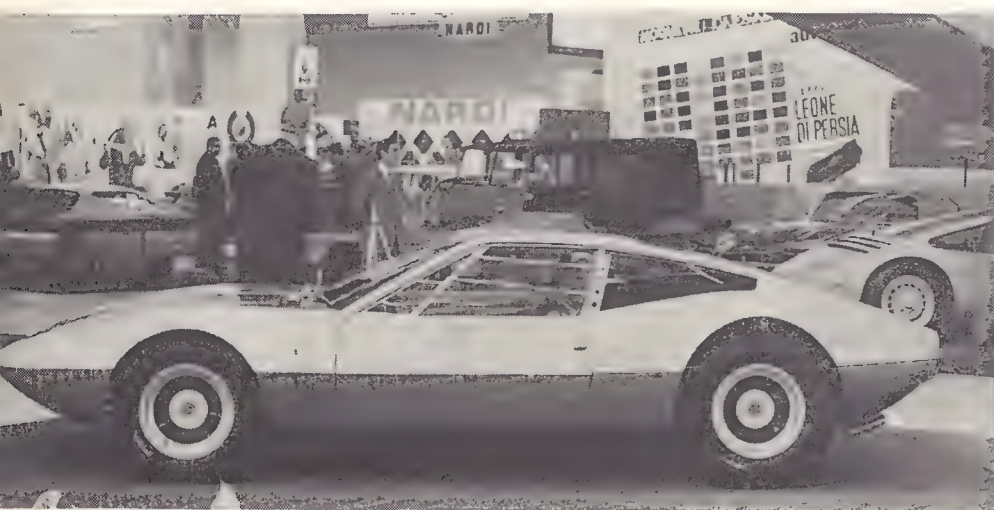
There are some very beautiful cars on the Ghia stand. A 4.2-litre V8 Maserati is only spoilt by having bolt-on wheels with exposed nuts. It is a four-seater coupé with an upswept waistline over the rear wheels. The tail is long and the four headlamps are retractable, the car going by the name of Simun. Beside it is the Serenissima, with a 3.5-litre four-cam twin-plug V8 engine. The mechanical side has been developed by Alf Francis for Count Volpi, the engine being at the rear of a backbone chassis clothed in a very low coupé body. Also with a backbone chassis is the Mangusta, fitted with a 4.7-litre Ford engine with De Tomaso cylinder heads. This car is now in production. Finally, the Ghia stand contains the Rowan, an electric car which is alleged to have that miraculous new battery for which we have all been waiting. If this proves to be true, it is sensational news.

Vignale shows a most peculiar Ferrari, a cross between a van and a hearse, with four headlamps concealed behind a wrap-around grille. This constructor also has the Matra coupé, which we have already seen, and a very nice Fiat 124 coupé. The Fiat 124 and 125 frequently feature on coach-builders' stands, and Savio has both of them. His 125 is a four-seater coupé with a very long tail and his 124 is less exotic, with a slightly recessed rear window. The fashion for recessed rear windows is also followed by Giannini, who has a tiny Fiat coupé called Grand Prix. Moretti shows some very racy little coupés with only Fiat 500 propulsion, and an 850 with a sunshine roof.

Top: BLMC 1300 by Pininfarina

Centre: Bizzarrini Manta

Left: Maserati Simun by Ghia



Serenissima by Ghia



Ferrari Station Wagon by Vignale



Abarth 1300 by Lombardi

Eurostyle exhibits a Fiat 125 coupé with a very large transparent full-width nose containing the headlamps, the air intake being almost concealed underneath. On the Zagato stand a traditional supercharged 1750 Alfa Romeo Spyder compares more than favourably with two modern Zagato-bodied Lancias.

Francis Lombardi presents a rather pleasant Fiat 850 coupé with razor-edged styling, and this is also seen on the Abarth stand with a hot 1300 cc power unit. This stand is full of red racers, including the new V8 Group 7 3-litre giving 350 bhp. The well-known 2-litre has been homologated in G4, 25 examples having been constructed.

On the manufacturers' stands there are many interesting exhibits, Ford having the Le Mans winner and Alfa Romeo no less than three travel-stained T33s. Maserati have their big V8 engine on show and, for comparison, a 1926 supercharged racing engine. This is a type 26 straight-eight with fixed cylinder head and twin camshafts; it is the actual unit with which Alfieri Maserati won the 14-litre class in the Targa Florio.

It is often said that Fiat is Italy, and certainly the Fiat stand takes up a good part of the hall. The popular 124 and 125 are shown in "S" versions, with an extra 10 bhp each to play with. The 124S has a bigger engine of 1438 cc and the rear axle is now on twin pairs of radius arms, the torque tube having been deleted. There are four headlamps. The 125 Special has a five-speed gearbox, and the extra power of the 1608 cc engine has been obtained by using the high-lift camshafts previously only found in the sports unit.

On the opening day at the Salone Fiat unveiled a new Taxi, powered by the 850 engine and with torque-converter transmission. The driver is on the left, and the right door does not swing, but slides along the side of the car, its movement controlled by the chauffeur. This vehicle created such a furore that it might well be developed as a commuter car.

To reduce prices is almost unheard of, but Lancia have done just that. They have also produced some new versions of the Fulvia engine. This narrow-angle V4 has been stretched to 1584 cc for the 1.6 HF coupé, and in this form it develops no less than 128 bhp.

To compete with the Ferrari 365 GTB4, the transverse engine of the Lamborghini Miura has been more highly tuned, and the car is now consequently called the Miura S. Most unexpected is an entirely new Autobianchi sports coupé with the engine in the Formula 1 position. It appears that this has been developed from a design of Werner Höbl's that was originally commissioned by the now defunct OSI.

The new 7-litre Iso Grifo has a 300 kph ticket on it. Some very fast cars discourage pursuit by having huge exhaust outlets—notably certain Ferraris. The figures 6.3 on the back of the Mercedes-Benz 300 SEL probably have the same effect. The exciting Astro 2 of General Motors, with a Chevrolet engine behind the driver, is no doubt just a dream car, but a very delightful one. Among cars that can actually be bought, the TI version of the BMW 2002 is now available and one looks forward very much to trying it.

The Turin Show this year does not contain as many new creations as usual. It is still a very important exhibition, but perhaps the Italian coachbuilders are not having a very easy time these days. Nevertheless, Turin is of the utmost importance and to miss it would be unthinkable, even though the November fogs render the journey to Italy by air a ghastly experience.



Bill Shaw's Ford Falcon, carefully prepared by Stuart Mathieson and Peter Wallace of Mathwall Engineering, Byfleet, and driven by Brian Muir

join the enthusiasts

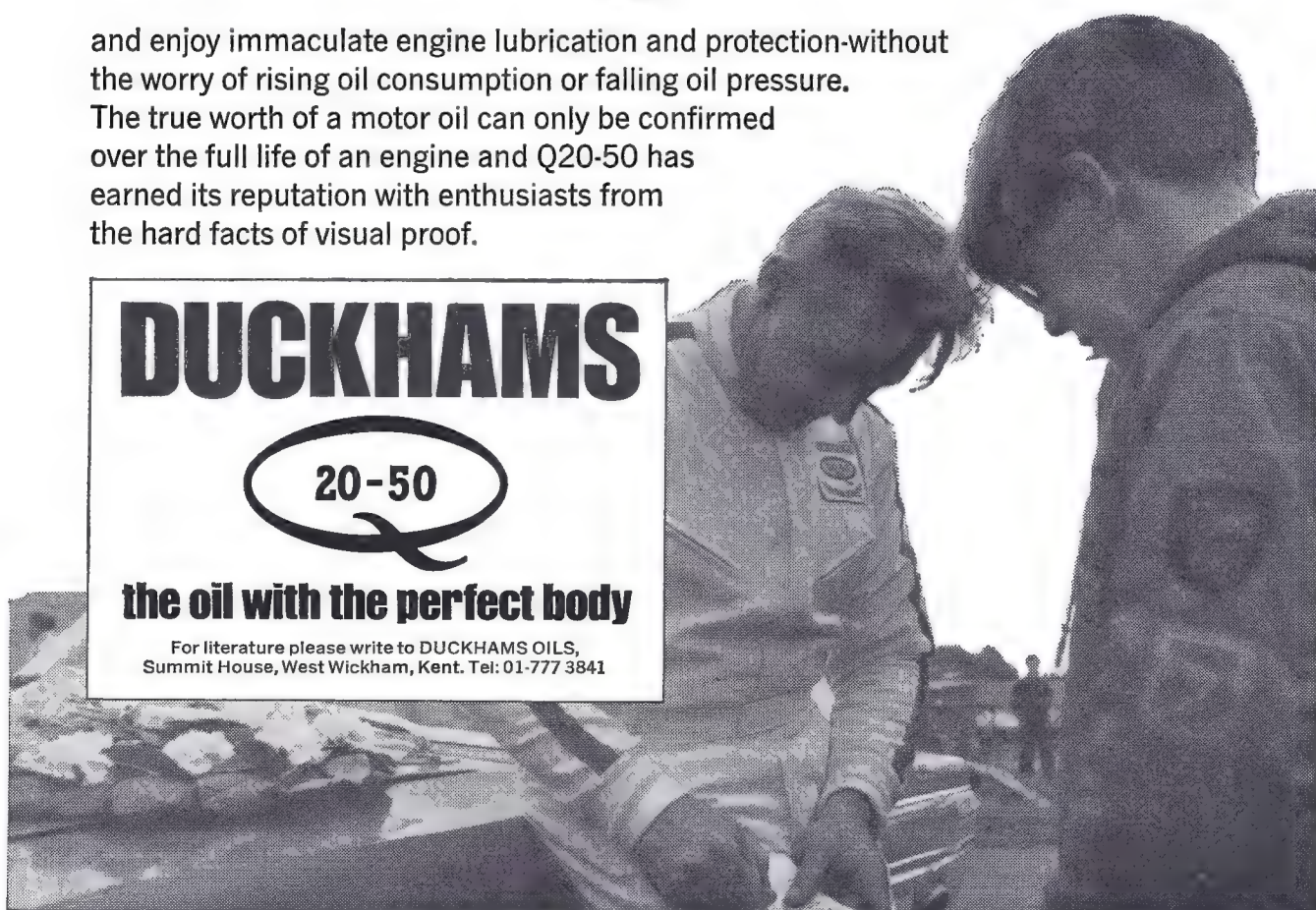
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Lanfranchi's 51-sec Brands record

By JEFF HUTCHINSON

IN dull and very cold weather the Surrey SMC organised a six-race meeting at Brands Hatch on Sunday which featured a Yazaki *formule libre* race as the main event. Tony Lanfranchi whistled round the Alan Fraser F3 Merlyn Mk 14 to a new outright circuit record of 51 secs, and at the same time clinched the Yazaki championship. Nearly all the races were well supported and the meagre crowd that braved the cold was rewarded with some fine drives and more than the usual share of incidents during the 10-lap races.

The first race, for small saloons, was dominated from start to finish by Rob Mason in his re-bodied 1.0 Mini, which streaked into the lead from pole position to win by almost 30 secs. Second spot was occupied by Bob Henderson's 1.0 Mini until he went off and retired at Druids on lap 3 during the battle to stay ahead of Paul Hutton's similar car. This went almost unnoticed though, for Terry Harmer who had to be push-started was by this time closing on the leading cars after flying through the field and passing the battling 1.0 Minis of Nick Edgington and Peter Max Tester in fifth and sixth places. By lap 4 he pushed Jeremy Nightingale's 1.0 Imp into fourth place and was closing on Hutton, whom he passed on lap 7, but although a comfortable second, his 1 min penalty dropped him to an official eighth place behind Peter Read's 850 Mini, which was the last car to complete 10 laps and was also the small class winner. Richard Ellice (1.3 Mini-Cooper S) just failed to catch fourth and fifth men Edgington and Tester by the end, the three of them just 0.8 sec apart.

Tony Lanfranchi shot straight into the lead in the *libre* race, where he stayed to the finish well ahead of Clive Lacey (2.7 Brabham-Climax BT8 GT), Gerry Birrell (1.6 Crosslé 12F) and Keith Jupp (F3 Brabham BT21B), all nose to tail at the corners, then opening up on the straights and keeping their positions to the finish. Alex Trotter (F3 Brabham BT21B) was a strong favourite, although he was a late starter at the back of the grid after a practice shunt when he spun and was hit by Sam Brown (F3 Brabham BT21B), Trotter having a rear suspension re-build and Brown a new oil cooler. But Trotter was out of luck and spent the race at the back of the field trying to clear an oiled up engine. Brendan McInerney (F3 Brabham BT21B) lost his fifth place to Richard Shardlow (2.0 Chevron-BMW) on the second lap and then spun at

Paddock on lap 4, and again at Druids on the next lap, which put him down to 12th place behind team-mate Trotter at the finish; Shardlow remained an unchallenged fifth to the end. Behind Shardlow, Sam Brown and George Lewis (F3 Brabham BT21B) were having a big dice, Lewis finally passing Brown on lap 7 to lead him over the finish line by 0.8 sec.

In the next race the prod sports cars were led into Paddock by Warren Pearce and Tony Shaw in their 3.8 Jaguar Es, hotly pursued by the rest of the field. But Rob Cox lost his 1.3 Midget at the top of the drop and spun wildly to a halt at the bottom of Paddock where he was shunted heavily by John Stapleton's 2.2 Morgan Super Sports, both of them retiring and several other cars continuing minus odd fragments of bodywork. By the end of the exciting lap the two Es were pulling away from John Chatham's 3.0 Austin-Healey 3000 and a third 3.8 E-type of Mike Loveday, which looked very smart in its new maroon colour scheme. In fifth place was Richard Lloyd in his familiar 1.1 Triumph Spitfire, closely followed by Bob Shellard (1.8 MGB) and John Gott (3.0 Austin-Healey 3000). As they went up to Druids for the second time Lloyd spun off and drastically re-shaped the Triumph's boot on the marshals' post, and by the end of the lap Gott had passed Shellard to inherit Lloyd's vacated fifth place. Shaw then spun at Bottom Bend the next time round and Pearce was left well ahead of Loveday, who had also passed Chatham and was pulling away from him until Bottom Bend when he had a big moment as a drive shaft broke. This left Chatham on his own in second place with Shaw now back in third place by lap 6 and pulling away from the Gott-Shellard battle, which in turn was being caught by Garo Nigogosian's 1.3 MG Midget, slowly working its way through the field with the rear wing pushed in after the first lap *mêlée*. As they crossed the line to start the last lap Shaw was right behind Chatham fighting for second place, while Gott was doing the same with Shellard for fourth place some way behind. With Pearce the winner by an easy 28.6 secs, attention turned to Shaw who made his bid at Druids and took Chatham for second place, while behind, the fourth place was not decided until Clearways, Gott using all of his 3 litres of power into the straight to finish a few feet ahead of Shellard, while Nigogosian finished some 5 secs behind, his being the last car to complete 10 laps. Mike

Bundy (1.1 Austin-Healey Sprite) won the small class and was the first of the 9-lap finishers.

Ray Allen (Merlyn Mk 11A) held pole position for the FF race with Tony Trimmer (Brabham BT21B) and Peter Lamplough (Titan) sharing the front row. As the flag dropped Lamplough made a perfect start and was first round Paddock, but Allen went through at Druids and led the field round for the first lap with Trimmer right behind. These two pulled ahead of the next group which was Lamplough, Tony Dron (Titan) and the 19-year-old *comingman* Henry Clarke (Macon), the three having a tremendous dice for third place. On lap 4 Trimmer took the lead at Clearways, but Allen's engine was missing slightly as they came past the pits. Gradually it got worse and caused him to retire the car on lap 9. The battle for third place was still going strong, however, and a similar battle for sixth place was raging between John Howell (Lotus 51), Denis Rowland (Merlyn Mk 11) and David Minister (Titan). On lap 7 the order remained the same with Allen now falling well behind the unchallenged Trimmer, but on the next tour Lamplough locked up and went straight on while braking for Druids which dropped him behind Howell; Rowlands had also dropped out after he had been black flagged for dropping oil. On the next lap Dron spun at Druids letting Clarke into second spot with Howell not far behind; Lamplough was left battling

(Continued on page 36)

Saloon cars up to 850 cc and 851 to 1000 cc (10 laps): 1, R. Mason (1.0 Mini-Cooper), 10 m 8.8 s, 73.32 mph; 2, P. Hutton (1.0 Mini-Cooper S); 3, J. Nightingale (1.0 Hillman Imp). **Fastest lap:** Mason, 59.8 s, 74.65 mph. **Class winners:** P. Read (850 Mini) and Mason.

Yazaki *formule libre* championship qualifying round (10 laps): 1, A. Lanfranchi (F3 Merlyn Mk 14), 8 m 40.4 s, 85.78 mph; 2, C. Lacey (2.7 Brabham-Climax BT8); 3, G. Birrell (1.6 Crosslé-Ford 12F t/c). **Fastest lap:** Lanfranchi, 51 s, 87.53 mph (outright lap record).

Production sports cars up to 1150 cc, 1151 to 2000 cc, 2001 to 3000 cc and over 3000 cc (10 laps): 1, W. Pearce (3.8 Jaguar E), 9 m 41 s, 76.83 mph; 2, A. Shaw (3.8 Jaguar E); J. Chatham (3.0 Austin-Healey 3000). **Fastest lap:** Shaw, 56.6 s, 78.87 mph. **Class winners:** M. Bundy (1.1 Austin-Healey Sprite), R. Shellard (1.8 MGB), Chatham and Pearce.

Formula Ford (10 laps): 1, A. Trimmer (Brabham BT21), 9 m 30 s, 78.32 mph; 2, H. Clarke (Macon); 3, A. Dron (Titan). **Fastest lap:** Trimmer, 55.4 s, 80.58 mph (record).

Special GT cars up to 1150 cc, 1151 to 1600 cc, 1601 to 2500 cc and over 2500 cc (10 laps): 1, C. Lacey (2.7 Brabham-Climax BT8), 9 m 12.8 s, 80.75 mph; 2, R. Shardlow (2.0 Chevron-BMW); 3, K. Simmons (1.9 Mysterion-BRM V8). **Fastest lap:** Lacey, 53.6 s, 83.28 mph (equals record). **Class winners:** M. Grady (1.1 Diva GT), J. Baldwin (Lotus Elan), Shardlow and Lacey.

Saloon cars 1001 to 1300 cc and over 1300 cc (10 laps): 1, M. Crabtree (1.6 Ford Escort t/c), 10 m 02.0 s, 74.15 mph; 2, M. Birrane (4.7 Ford Falcon); 3, B. G. Hawkins (1.3 Mini-Cooper S). **Fastest lap:** Crabtree, 57.6 s, 77.50 mph. **Class winners:** Hawkins and Crabtree.



Clive Lacey (2.7 Brabham BT8) is hauled in at Clearways by Gerry Birrell (1.6 Crosslé 12F) and Keith Jupp (F3 Brabham BT21B) during the Yazaki *formule libre* race.

Lanfranchi's 51-sec Brands record

By JEFF HUTCHINSON

IN dull and very cold weather the Surrey SMC organised a six-race meeting at Brands Hatch on Sunday which featured a Yazaki *formule libre* race as the main event. Tony Lanfranchi whistled round the Alan Fraser F3 Merlyn Mk 14 to a new outright circuit record of 51 secs, and at the same time clinched the Yazaki championship. Nearly all the races were well supported and the meagre crowd that braved the cold was rewarded with some fine drives and more than the usual share of incidents during the 10-lap races.

The first race, for small saloons, was dominated from start to finish by Rob Mason in his re-bodied 1.0 Mini, which streaked into the lead from pole position to win by almost 30 secs. Second spot was occupied by Bob Henderson's 1.0 Mini until he went off and retired at Druids on lap 3 during the battle to stay ahead of Paul Hutton's similar car. This went almost unnoticed though, for Terry Harmer who had to be push-started was by this time closing on the leading cars after flying through the field and passing the battling 1.0 Minis of Nick Edgington and Peter Max Tester in fifth and sixth places. By lap 4 he pushed Jeremy Nightingale's 1.0 Imp into fourth place and was closing on Hutton, whom he passed on lap 7, but although a comfortable second, his 1 min penalty dropped him to an official eighth place behind Peter Read's 850 Mini, which was the last car to complete 10 laps and was also the small class winner. Richard Ellice (1.3 Mini-Cooper S) just failed to catch fourth and fifth men Edgington and Tester by the end, the three of them just 0.8 sec apart.

Tony Lanfranchi shot straight into the lead in the *libre* race, where he stayed to the finish well ahead of Clive Lacey (2.7 Brabham-Climax BT8 GT), Gerry Birrell (1.6 Crossle 12F) and Keith Jupp (F3 Brabham BT21B), all nose to tail at the corners, then opening up on the straights and keeping their positions to the finish. Alex Trotter (F3 Brabham BT21B) was a strong favourite, although he was a late starter at the back of the grid after a practice shunt when he spun and was hit by Sam Brown (F3 Brabham BT21B), Trotter having a rear suspension re-build and Brown a new oil cooler. But Trotter was out of luck and spent the race at the back of the field trying to clear an oiled up engine. Brendan McInerney (F3 Brabham BT21B) lost his fifth place to Richard Shardlow (2.0 Chevron-BMW) on the second lap and then spun at

Paddock on lap 4, and again at Druids on the next lap, which put him down to 12th place behind team-mate Trotter at the finish; Shardlow remained an unchallenged fifth to the end. Behind Shardlow, Sam Brown and George Lewis (F3 Brabham BT21B) were having a big dice, Lewis finally passing Brown on lap 7 to lead him over the finish line by 0.8 sec.

In the next race the prod sports cars were led into Paddock by Warren Pearce and Tony Shaw in their 3.8 Jaguar Es, hotly pursued by the rest of the field. But Rob Cox lost his 1.3 Midget at the top of the drop and spun wildly to a halt at the bottom of Paddock where he was shunted heavily by John Stapleton's 2.2 Morgan Super Sports, both of them retiring and several other cars continuing minus odd fragments of bodywork. By the end of the exciting lap the two Es were pulling away from John Chatham's 3.0 Austin-Healey 3000 and a third 3.8 E-type of Mike Loveday, which looked very smart in its new maroon colour scheme. In fifth place was Richard Lloyd in his familiar 1.1 Triumph Spitfire, closely followed by Bob Shellard (1.8 MGB) and John Gott (3.0 Austin-Healey 3000). As they went up to Druids for the second time Lloyd spun off and drastically re-shaped the Triumph's boot on the marshals' post, and by the end of the lap Gott had passed Shellard to inherit Lloyd's vacated fifth place. Shaw then spun at Bottom Bend the next time round and Pearce was left well ahead of Loveday, who had also passed Chatham and was pulling away from him until Bottom Bend when he had a big moment as a drive shaft broke. This left Chatham on his own in second place with Shaw now back in third place by lap 6 and pulling away from the Gott-Shellard battle, which in turn was being caught by Garo Nigogosian's 1.3 MG Midget, slowly working its way through the field with the rear wing pushed in after the first lap *mêlée*. As they crossed the line to start the last lap Shaw was right behind Chatham fighting for second place, while Gott was doing the same with Shellard for fourth place some way behind. With Pearce the winner by an easy 28.6 secs, attention turned to Shaw who made his bid at Druids and took Chatham for second place, while behind, the fourth place was not decided until Clearways, Gott using all of his 3 litres of power into the straight to finish a few feet ahead of Shellard, while Nigogosian finished some 5 secs behind, his being the last car to complete 10 laps. Mike

Bundy (1.1 Austin-Healey Sprite) won the small class and was the first of the 9-lap finishers.

Ray Allen (Merlyn Mk 11A) held pole position for the FF race with Tony Trimmer (Brabham BT21B) and Peter Lamplough (Titan) sharing the front row. As the flag dropped Lamplough made a perfect start and was first round Paddock, but Allen went through at Druids and led the field round for the first lap with Trimmer right behind. These two pulled ahead of the next group which was Lamplough, Tony Dron (Titan) and the 19-year-old *comingman* Henry Clarke (Macon), the three having a tremendous dice for third place. On lap 4 Trimmer took the lead at Clearways, but Allen's engine was missing slightly as they came past the pits. Gradually it got worse and caused him to retire the car on lap 9. The battle for third place was still going strong, however, and a similar battle for sixth place was raging between John Howell (Lotus 51), Denis Rowland (Merlyn Mk 11) and David Minister (Titan). On lap 7 the order remained the same with Allen now falling well behind the unchallenged Trimmer, but on the next tour Lamplough locked up and went straight on while braking for Druids which dropped him behind Howell; Rowlands had also dropped out after he had been black flagged for dropping oil. On the next lap Dron spun at Druids letting Clarke into second spot with Howell not far behind; Lamplough was left battling

(Continued on page 36)

Saloon cars up to 850 cc and 851 to 1000 cc (10 laps): 1, R. Mason (1.0 Mini-Cooper), 10 m 8.8 s, 73.32 mph; 2, P. Hutton (1.0 Mini-Cooper S); 3, J. Nightingale (1.0 Hillman Imp). **Fastest lap:** Mason, 59.8 s, 74.65 mph. **Class winners:** P. Read (850 Mini) and Mason.

Yazaki *formule libre* championship qualifying round (10 laps): 1, A. Lanfranchi (F3 Merlyn Mk 14), 8 m 40.4 s, 85.78 mph; 2, C. Lacey (2.7 Brabham-Climax BT8); 3, G. Birrell (1.6 Crossle-Ford 12F t/c). **Fastest lap:** Lanfranchi, 51 s, 87.53 mph (outright lap record).

Production sports cars up to 1150 cc, 1151 to 2000 cc, 2001 to 3000 cc and over 3000 cc (10 laps): 1, W. Pearce (3.8 Jaguar E), 9 m 41 s, 76.83 mph; 2, A. Shaw (3.8 Jaguar E); J. Chatham (3.0 Austin-Healey 3000). **Fastest lap:** Shaw, 56.6 s, 78.87 mph. **Class winners:** M. Bundy (1.1 Austin-Healey Sprite), R. Shellard (1.8 MGB), Chatham and Pearce.

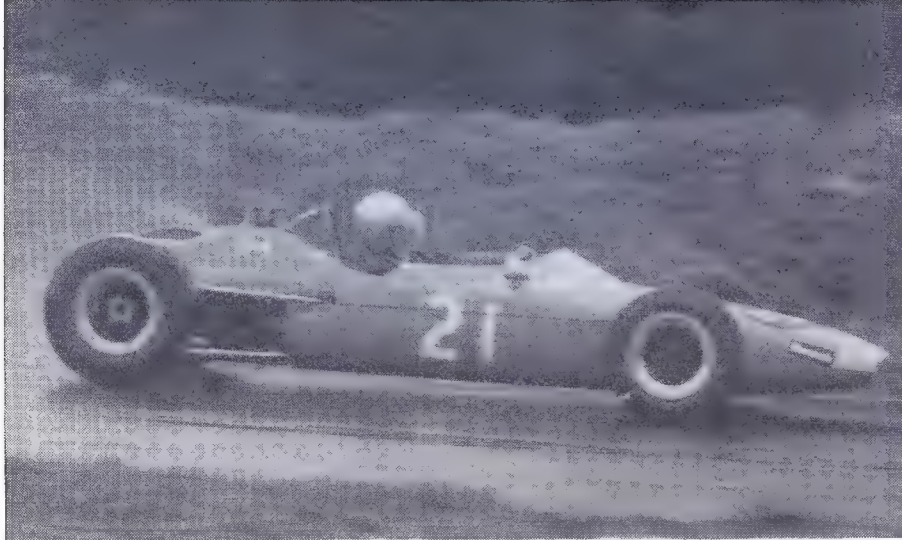
Formula Ford (10 laps): 1, A. Trimmer (Brabham BT21), 9 m 30 s, 78.32 mph; 2, H. Clarke (Macon); 3, A. Dron (Titan). **Fastest lap:** Trimmer, 55.4 s, 80.58 mph (record).

Special GT cars up to 1150 cc, 1151 to 1600 cc, 1601 to 2500 cc and over 2500 cc (10 laps): 1, C. Lacey (2.7 Brabham-Climax BT8), 9 m 12.8 s, 80.75 mph; 2, R. Shardlow (2.0 Chevron-BMW); 3, K. Simmons (1.9 Mysterion-BRM V8). **Fastest lap:** Lacey, 53.6 s, 83.28 mph (equals record). **Class winners:** M. Grady (1.1 Diva GT), J. Baldwin (Lotus Elan), Shardlow and Lacey.

Saloon cars 1001 to 1300 cc and over 1300 cc (10 laps): 1, M. Crabtree (1.6 Ford Escort t/c), 10 m 02.0 s, 74.15 mph; 2, M. Birrane (4.7 Ford Falcon); 3, B. G. Hawkins (1.3 Mini-Cooper S). **Fastest lap:** Crabtree, 57.6 s, 77.50 mph. **Class winners:** Hawkins and Crabtree.



Clive Lacey (2.7 Brabham BT8) is hauled in at Clearways by Gerry Birrell (1.6 Crossle 12F) and Keith Jupp (F3 Brabham BT21B) during the Yazaki *formule libre* race.



Peter Deal coped admirably with the downpour and won the libre race despite having dry weather tyres on his F3 Brabham.

Mud pie Lydden

By JUSTIN HALER

HAVING remained inactive for so long, the infamous Clerk of Weather could wait no longer and at the Romford Enthusiasts' CC meeting at Lydden Hill on Sunday launched a full scale attack. As well as facing natural hazards of the freezing cold, a howling wind and bouts of violent rain, the brave competitors, marshals and spectators were faced with Rallycross mud on the track, the lateness of the club's doctor, which delayed the day's racing, and the inevitable sea of Kent mud. In view of all this, it was lucky that none of the day's countless incidents was serious.

The Mini-7 Formula championship round produced such a large entry that there were two heats and a final, all to be run over 15 laps. In the first, Graham Hows won a decisive victory from the battling duo of Mike Rope and John Digby. Willie Dick looked like being in the hunt for glory when he seized the lead from Hows at the Hairpin on the opening tour, but yards later at Paddock he performed a spectacular roll and was lucky to climb out through the rear window, unharmed. Seven laps later, Stewart Benefer charged Dick's already very secondhand Mini, unfortunately suffering slight injury as he did so. The poor club, with enough to worry about already, were a little confused and all were relieved when the chequered flag went out at 11 laps.

The Formula 4 championship round looked like providing some exciting dicing, but when several of the leading exponents did not arrive, it was generally assumed that Keith Norman's works Vixen would have an untroubled win. However, his battery leads came adrift on lap 3 and so he never did get a chance to get by Geoff Friswell's Vixen, which won with ease. Keith Blaynee (Vixen) held second place after Norman's demise although challenged by young Scott Williams, in a Vixen with an unusual down-draught Weber carburettor.

In the other Mini-7 heat, Viv Church had a surprisingly comfortable win over Mick Osborne after a good opening-laps battle, Ian Scott just scraped home third after a belated challenge from Chris Tyrell. Again the flag was given at 10 laps so as to make all fair and square.

Andy Holloway's Imp put all its power to the slippery track at the start of the 1-litre saloon race and for the first three laps it looked as though the smart bronze machine would triumph. However, after five laps his engine started to cut out and Jon Routley's Mini-Cooper S inherited the victory. Ian Pettie put his Mini into second spot and stayed there and Reg Gubbings came in third

with his Minisprint. Potential leaders included Ian Bax, who spun his G5 Cooper S in a very startling manner just after the start, and David Lavender, whose Singer Chamois ran short of gears.

Some excitement was provided by the Formula Ford event. For 11 of the 15 laps Peter Wagstaff (Russell-Alexis) kept a length ahead of Graham Tomlinson's Brabham BT18 with Robin Brind (Russell-Alexis) and Tony Mundy (Brabham BT15) just behind. Brind lost contact with the group after a spin on lap 9, and then on lap 12 Tomlinson inched too close to Wagstaff and in a second the yellow Alexis was off. Mundy slipped by in the confusion to head Tomlinson home, with Tim Moore's Dulon LD4 a long way back in third spot.

The 850 saloon race saw a flag to flag win for Roy Capell's Imp with Mike Rope just beating Tony Barnard's similar Mini after a race-long duel. The *libre* entry wandered out onto the grid, and with it came a downpour of freezing rain. Favourite Peter Deal (F3 Brabham BT18) was no longer so, as he had dry weather Dunlop 970s and spun almost right away, allowing Geoff Friswell (F4 Vixen) to aquaplane his way in the lead; however, by lap 4 Deal had regained the place. Deal spun again allowing Pat Longhurst's Vixen to hold the lead until the precariously skating Brabham got back on lap 10 to notch up a very well-earned win.



Roy Capell had a comfortable victory in one of the saloon events with his superbly prepared Imp.

Melvyn Coon would have been fourth with his 1.0 Lotus 7, but thought that the race was over sooner than it was.

Peter Lague's performance in the up to and over 1300 cc saloon event was superb. Within 15 laps he had nearly a whole lap over fellow 1.3 Cooper S driver Howard Cooper. The big banger Anglias were far less happy on the soaked track and the first of them, Maurice Winch's t/c Wanglia, was well over a lap down.

The best dice of the day came in the Mini-7 final. For the entire distance Mick Osborne, Viv Church and Graham Hows battled ferociously. Osborne appeared to have the edge for most of the time, but had a worried moment when Church outraked him into Paddock on lap 11. However, the dayglo green car soon got by and Church had his worried turn on lap 12 when Hows slipped by at the Hairpin. The bearded driver played the same trick on the Howspeed car on the penultimate lap to follow Osborne home. Chris Tyrell was fourth from Ian Scott and Mike Rope, who had a really hair-raising race.

Mini-7 Formula, heat one (10 laps): 1, G. Hows (848 Mini), 9 m 40.8 s, 61.98 mph; 2, M. Rope (848 Mini); 3, J. Digby (848 Mini). **Fastest lap:** Hows, 56.6 s, 63.60 mph.

Formula 4 championship round (15 laps): 1, G. Friswell (875 Vixen), 12 m 41.0 s, 70.96 mph; 2, K. Blaynee (875 Vixen); 3, S. Williams (875 Vixen). **Fastest lap:** Williams, 49.2 s, 73.17 mph. **Class winners:** C. Cooper (650 Tecnico 4/2) and Friswell.

Mini-7 Formula, heat two (10 laps): 1, V. Church (848 Mini), 9 m 31.6 s, 62.98 mph; 2, M. Osborne (848 Mini); 3, I. Scott (848 Mini). **Fastest lap:** C. Tyrell (848 Mini), 55.8 s, 64.52 mph.

Saloons up to 1000 cc (15 laps): 1, J. Routley (1.0 Mini-Cooper S), 13 m 30.6 s, 66.62 mph; 2, I. Pettie (1.0 Mini-Cooper S); 3, R. Gubbings (1.0 Minisprint). **Fastest lap:** Gubbings, 52.4 s, 68.70 mph.

Formula Ford (15 laps): 1, A. Mundy (Brabham BT15), 12 m 48.4 s, 70.28 mph; 2, G. Tomlinson (Brabham BT18); 3, T. Moore (Dulon LD4). **Fastest lap:** P. Wagstaff (Russell-Alexis) and Tomlinson, 50 s, 72.00 mph.

Saloons up to 900 cc (15 laps): 1, R. Capell (850 Sunbeam Imp), 14 m 13.2 s, 63.29 mph; 2, M. Rope (850 Mini); 3, A. Barnard (848 Mini). **Fastest lap:** Capell and Rope, 55.6 s, 64.75 mph.

Formula Libre (15 laps): 1, P. Deal (F3 Brabham-Lucas MAE BT18), 15 m 7 s, 59.44 mph; 2, P. Longhurst (F4 Vixen); 3, M. Wilds (F4 Vixen). **Fastest lap:** Deal, 58 s, 62.07 mph.

Saloons up to and over 1300 cc (15 laps): 1, P. Lague (1.3 Mini-Cooper S), 14 m 5 s, 63.91 mph; 2, H. Cooper (1.3 Mini-Cooper S); 3, M. Legg (1.3 Mini-Cooper S). **Fastest lap:** Lague, 55 s, 65.46 mph. **Class winners:** Lague and M. Winch (1.6 Ford Anglia t/c).

Mini-7 Formula Championship round, final (15 laps): 1, M. Osborne (848 Mini), 14 m 57.6 s, 60.16 mph; 2, V. Church (848 Mini); 3, G. Hows (848 Mini). **Fastest lap:** Osborne, 58.6 s, 61.43 mph.



Club rallies

Bullough/ Barrow take the Shenstone

FOR once, the Shenstone & DCC Shenstone Rally was held in peaceful conditions, and to the relief of all last weekend there was none of the snow, ice, water or foot-and-mouth that has plagued this MN championship event in recent years. Old-stagers Jimmy Bullough/Don Barrow won this rather unimaginative selective-cum-road event held in north-west Wales, although still suffering from the dynamo troubles which have hounded their Escort TC's rally career.

The first and second parts of the rally used selective sections over short, testing territory on map 116, while the third part took the form of an orthodox road event with timing to the minute on 107. A 60-secs loss on selectives was equivalent in penalty to the loss of 1 min on the road sections, as the organisers had chosen to accept the risk of unfairness that this combination can produce.

Navigators were a little perturbed when they did not receive final instructions, but long-distance calls from navigators to drivers soon established that entries were, in fact,

confirmed and that the drivers had the lists of black spots and quiet zones. The Dolgellau start had been delayed a half-hour, so those who arrived at the advertised hour found there was extra time to plot the route on arrival.

A shining red Mini, registration JMO 969D, was proudly presented for scrutineering by the promising young driver Rob Lawrence, who was having his first event in his ex-works Cooper S. The unbelievably clean Cortina in which Bob Bean arrived gave little indication of the hours of toil that he and his friends had put in, following his Express and Star crash. Paddy Hopkirk, winner of the last Shenstone actually held, was not present, and so his pole position was taken by Bruce Hodgson/Richard Harper.

The hillclimb up from Arthog was the location of the first selective, and the only one for Graham Batchelor/Dick Ogden's Cortina GT, a late entry which started last: the car went off. After the second selective behind Dolgellau, the cars then tackled the maze alongside the A494, where penalties were scrubbed because marshals were not ready. John Morris (this time in a Mini) dropped his exhaust and missed the three following sections getting it mended. Already Barrie Malkin/Keith Wood, in Mrs Malkin's Imp Californian, had gone off.

Selective 4 used the new mountain road from Bala to Mynydd Bach ranges, and was widely cleaned, as were several subsequent sections. The maze of tracks at Bronaber featured next, being arrowed in such a way that the arrows were frequently almost missed. To the surprise of many the road at the bottom of the famous Precipice Walk was found to be tarred for its whole length; judging from the time allowance, this no doubt surprised the organisers as well.

Petrol was taken at Barmouth and then the other half-dozen selectives followed, starting with one using the Harlech hairpin. Here Vaughan Bond/Martin Holmes lost their exhaust and their lights, leaving Vaughan thinking it was time to abandon. Up near Maentwrog, Hodgson had a slight warning accident where Eric Jackson had gone off on the Cambrian. After using the

yellow through Llyndy, the selectives were over and all cars trundled off to the rest halt at Betws-y-Coed.

The Cooper brothers were 19 secs ahead of Bullough, with Bean 1 min aft. Sparrow was nearly 3 mins back, some of this deficit having been spent stationary off the road, and Andrew King/Norman Salt were a further 3 mins in arrears, having lost time mending the throttle linkage on their Lotus.

The last part of the rally was held over the assortment of lanes to the north-east of Llanrwst, where the 4 mins of penalties of King, Lawrence and the incredible Hunter of Rodney Badham/Derek Tucker were the least. There was an extraordinary scene just before TC4 when Bean, Bullough and the Coopers all followed each other down the wrong road, with consequent five penalties. It was here that the Coopers threw away their lead; Ian said afterwards, "I made the mistake of following Chris Nash," to which insult Chris retorted that it was a sign of a good navigator to be followed!

Sparrow meanwhile had gone off backwards once again, harmlessly, but the same could not be said of poor Bruce Hodgson, whose Escort TC left the road before TC12 and crashed to destruction with Hodgson and Harper inside; Hodgson hurt his shoulder, but Harper escaped, very subdued, the roll cage undoubtedly saving serious injury. After their recent successes, the Crellins were having an unhappy night with their Mini spluttering along with a misfire, whereas Frank Pierson/Dave Cowell (Cortina GT) lost a couple of minutes being baulked by the similar car of Marshall/Cork, who was stuck at a hairpin two controls from home.

Speedy and correct results certainly cheered competitors up, as did the imaginative awards, which were distributed by Ron Crellin, who had nothing better to do. But somehow the Shenstone lacked that extra sparkle which has characterised several other MN rallies recently held.

MARTIN HOLMES.

1. J. Bullough/D. Barrow (1.6 Ford Escort TC), 8 m 32 s; 2. R. Badham/D. Tucker (1.7 Hillman Hunter), 10 m 4 s; 3. R. Cooper/I. Cooper (1.7 Ford-Lotus Cortina), 11 m 13 s; 4. R. J. Lawrence/J. Morgan (1.3 Mini-Cooper S), 12 m 50 s; 5. A. King/N. Salt (1.6 Ford-Lotus Cortina), 13 m 13 s; 6. R. M. Bean/C. G. Nash (1.6 Ford-Lotus Cortina), 13 m 13 s; 7. A. F. Pierson/D. C. Cowell (1.7 Ford Cortina GT), 14 m 26 s; 8. W. D. Sparrow/N. Raeburn (1.3 Mini-Cooper S), 15 m 4 s; 9. F. Campbell/S. Harrold (1.6 Ford-Lotus Cortina), 16 m 22 s.

Semi-experts: 1. J. Farlow/M. Broad (1.7 Ford Cortina), 24 m 20 s; 2. G. Grundy/P. Murray (1.3 Mini-Cooper S), 25 m 33 s; 3. N. Jones/R. Wayne (1.3 Mini-Cooper S), 32 m 1 s.

Novices: 1. M. Oxborrow/B. Hedges (1.1 Mini), 33 m 33 s; 2. D. G. Owen/M. H. Day (875 Singer Chamois), 43 m 40 s; 3. R. Mace/M. Grantham (1.1 Mini), 50 m 27 s.

Special selective 1: (4 mins): R. J. Lawrence/J. Morgan (Mini-Cooper S), 4 m 5 s; R. M. Bean/C. G. Nash (Ford-Lotus Cortina), 4 m 12 s; R. Cooper/I. Cooper (Ford-Lotus Cortina), 4 m 14 s.

SS2: (7 mins): W. D. Sparrow/N. Raeburn (Mini-Cooper S), 7 m 5 s; Cooper and Lawrence, 7 m 10 s.

SS3: cancelled.

SS4: (14 mins): many clean.

SS5: (6 mins): Cooper, 6 m 42 s; Bullough, 6 m 55 s; Bean, 7 m.

SS6: (6 mins): many clean.

SS7: (14 mins): Bullough, 14 m 1 s; Sparrow, 15 m; Cooper, 15 m 2 s.

SS8: (5 mins): many clean.

SS9: (4 mins): many clean.

SS10: (4 mins): Cooper 4 m; Bullough, 4 m 11 s; Lawrence, 4 m 13 s.

SS11: (5 mins): Cooper, 5 m 52 s; Bullough, 6 m 1 s; Bean, 6 m.

SS12: (7 mins): Cooper, 7 m 8 s; Lawrence, 7 m 9 s; P. Marshall/T. Cork (Ford Cortina GT), 7 m 20 s.



The winning Escort TC of Jimmy Bullough/Don Barrow at speed near Melin-y-Coed, near Llanrwst.



Sprints

McDowel's Chevron wins at Silverstone

THE second of the five sprints to be held on the club circuit at Silverstone this year was the **Herts County A & AC's** event last Saturday. Although rain threatened, it held off and as the track dried some good times were set up. Mike McDowel once again produced the form which is bringing him success in the Chevron-FVA which he shares with Bob Jennings, and scored yet another BTD.

The classes for production saloons were mainly hotly contested. In the smallest John Wilson-Lee (Mini-Cooper) made no mistake with a 2 m 59.8 s, 10 secs quicker than anyone else. In the 1600 cc class Alan Harmer's rapid and noisy 1150 cc Mini romped away, only Peter Noad getting anywhere near his 2:56.4 with a 3:01.4, his NSU TT looking a bit of a handful round Woodcote! Sean Casey backed him up with a 3:03.2 in his Cortina 1600. Gerry Marshall (2:40.2) was trying to twist the steering wheel off in the Shaw

& Kilburn Viva GT, and it must have been his preoccupation with this which prevented him from catching Bob Powell and Ken Barnes, who were locked in combat in their 1.3 Cooper Ss; Powell (2:38.6) took the big class by but 0.4 sec.

Bob Crockett (Sprite, 2:45.4) added to his score of championship points with a win in the class for small GT and sports cars, though hotly chased by the Lola-Climax of Mrs Bluebelle Gibbs (2:46.0). In the bigger class, of course, Jack Le Fort was howling round in the last front-engined GT racing Ferrari made, collecting his second set of 3 pts for his class win with 2:26.2, although young Chris Mayman was hot on his heels in Vic Hassall's Cobra, less than 2 secs behind; Hassall was third in the same car (2:31.4).

Alan Baillie and David Hollister had to scratch after their first runs in the tiny Mil-mor due to lack of oil pressure, but Baillie (2:44.6) had the consolation of second in class behind Don Harris, who was not as happy as usual, the twin-cam DMF acting up on the very greasy surface (2:27.0). In the largest class Ken Wilson bombed round in a worthy 2:27.2 in his big re-furnished Lotus with Martin Kent second in the vast Keeble, 3 secs slower. Brian Tarrant did a remarkable 2:32.2 in the A40-Chevrolet, and Tim Collins nearly visited Barry Simons' five-second instant car-wash on the outside of Woodcote before recovering and continuing on his way.

Mike McDowel made no mistakes to win BTD (2:14.8) in the Chevron, leaving the single-seater class to co-driver Bob Jennings (2:34.0), Len Gibbs (F3 Brabham BT21, 2:37.2) saw Jack Hemming snatch class second away from him with his Formula Ford by 0.6 sec.

ROBIN REW.

BTD: M. G. McDowel (1.6 Chevron-FVA B10), 2 m 14.8 s.

Class winners: J. Wilson-Lee (1.0 Mini-Cooper), 2 m 59.8 s; A. C. Harmer (1.1 Mini), 2 m 56.4 s; R. Powell (1.3 Mini-Cooper S), 2 m 38.6 s; R. Crockett (1.3 Austin-Healey Sprite), 2 m 45.4 s; A. C. Le Fort (3.0 Ferrari GT0), 2 m 26.2 s; D. Harris (1.5 DMF-Ford 2 t/c), 2 m 27.0 s; K. Wilson (4.7 Lotus-Ford 30 V8), 2 m 27.2 s; R. Jennings (1.6 Chevron-FVA B10), 2 m 34.0 s.

● Jack Le Fort (Ferrari) and Bob Crockett (Sprite) now unofficially lead the Silverstone Sprint Championship with 6 and 5 points respectively. The next round is tomorrow (Saturday), when the MGCC run a meeting starting at 12.30 pm. Round 4 is the NSCC's event on November 23 (entries secretary is Eric Woolley, 44 Risley Lane, Breaston, Derbys, and entries close on the 14th).

● The MMEC held their first sprint meeting on the new Moreton-in-the-Marsh circuit on October 27. Despite high winds and rain, 90 competitors laid on an impressive display over the 1400-yds course. BTD went to Mike Wright's lightened E-type, a considerable achievement with no fewer than 14 single-seaters present.

BTD: M. Wright (3.8 Jaguar E), 42.85 s.
Class winners: R. A. Hancox (Singer Chamois), 55.31 s; B. R. Jones (1.0 Mini-Cooper S), 47.17 s; G. Hames (1.6 Ford-Lotus Cortina), 47.54 s; R. Fowler (3.8 Jaguar), 48.27 s; R. Cowdry (Austin-Healey Sprite), 48.05 s; J. Hamilton (1.6 Lotus Elan), 46.13 s; V. A. Hassall (4.7 AC Cobra), 43.09 s; D. R. Caukin (1.3 Mini-Cooper S), 43.01 s; G. R. Cooper (Mini-Cooper S), 44.98 s; B. Groves (1.1 Cooper-Ford Mk 3), 46.1 s; J. Beach (1.5 Lotus-Climax 22 s/c), 45.67 s.

● The Singer OC are running an ACSMC championship sprint at Lydden Hill on December 1.

● The East Surrey MC are adding to the Christmas cheer with a sprint on Saturday, December 28, on the club circuit at Brands Hatch.

Winter drags at Santa Pod

NO startling runs were made at Sunday's **NBDR & HRA** Santa Pod drag meeting, bitterly cold weather, the absence of top machines and an irreparable breakdown of the timing apparatus all playing their part; nevertheless, the organisers briskly ran through the large car and bike field, and starter Stuart Bradbury got an excellent opportunity to demonstrate his amazing prowess with flags!

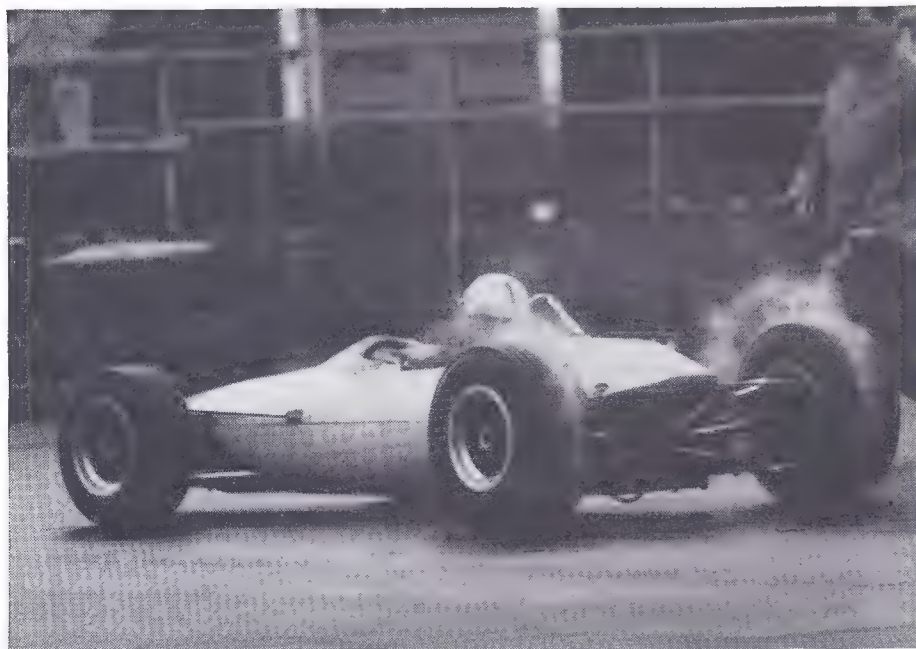
After the innovation of three hours free-for-all practice, elimination runs saw David Render's bulbous Fiat-Lotus t/c emerge first winner, taking the Middle-Competition group. The Junior title went to Keith Elliott's smart Jaguar XK140, "Red Witch," and the Top-Competition one to Fred Whittle's "Shutdown" Ford-Chevy rod after blowing off Martin Kent's Gordon-Keeble-Chevy.

Top eliminators in the Street classes went to Pete Shelton's 1.6 Cortina (Junior), Tony Palmer's 1.5 Anglia (Middle) and Gerry Belton's Cobra (Top), the latter strongly challenged by Graham Bean's immaculate circuit-racing Anglia t/c.

Brian Parkins' amazing 500 cc Keele-Triumph kart absolutely thrashed all the Mid-Dragester class rails. Final top-eliminator, Mike Hutcheson, took the Top-Dragester title with the biggest car at the meet, the 7925 cc Cadillac-powered "Hills Hounddog" rail. Final meeting of 1968 will be on December 1, at which Rex Sluggett hopes to break 7.0 s with a new "Tudor Rose."

MARK COLE.

Class winners: P. Shelton (1.6 Ford Cortina); T. Palmer (1.5 Ford Anglia); G. Belton (4.7 AC Cobra); K. Elliott (3.4 Jaguar XK140); D. Render (1.6 Fiat-Ford 600D t/c); F. Whittle (4.3 Ford-Chevrolet Shutdown V8); B. Parkins (500 Keele-Triumph); M. Hutcheson (8.0 Hills Hounddog-Cadillac V8).



Mike McDowel's Chevron-FVA spins its rear wheels as he tries to put the power down to start his BTD run.



Other events

● The 1967/68 Spotlight Trophy series, organised by the Croydon Advertiser Group of newspapers, has resulted in a victory for last year's winners, the Borough 19 MC. They beat Croydon & DMC, Southern CC, Sutton & Cheam MC, East Surrey MC, Sevenoaks & DMC and Chislehurst MC.

The competition, scored on a league basis, included a driving test, a race meeting, a sprint, a production car trial, an autocross and a 200-mile rally, the S&C MC's Scorpion, reported last week, which was won by a team from the organising club. At the end there were only 9 pts separating the leading five clubs.

Next year the championship will continue, with a possible revision of the scoring system to encourage novice drivers. Several other motor clubs have asked to be included.

● Rallycross is back with a vengeance at Lydden Hill tomorrow (Saturday) for round 2 of the TEAC/BBCtv series. The fastest 25 drivers from the October 6 meeting will be competing and joined by Bill McGovern in one of the circuit Emery Imps and Brian Chatfield's Croft-based 1300 Cooper S. Also in Coopers will be Huw and Andrew Wheldon, John Mowatt and Sid Cleverly; Paddy Thorne and wife Val will be in their Players No 6-winning Lotus Cortina, while champion Rod Chapman will be out again in his Escort TC. Tony Merridale has an ex-Barry Lee 1300 motor in his Anglia, and Richard Gentry has put a twin-cam in his;

other Angliaphiles are Brian Secker, Nick Whiting and Jim Wicks. Brian Drake, Ron Clift and Graham Love have their various Escorts, while Chris Coburn will be flinging his 2-litre Viva GT all over the place and Tun Tyres man Roy Edwards a Vauxhall Ventora. Griff Griffiths (1.6 VW-Porsche), Paul Kerridge's Europa, John Wales' works-NSU and Peter Noad's triple-C Imp will all be there as well. Racing on Saturday begins at 1.30 pm, and Sunday's TEAC non-TY meeting at 2.00 pm.

One of the favourites for outright victory at next Saturday's Darlington & DMC rallycross at Croft is this Imp, which was driven to BT D at the first ITV World of Sport meeting there last month by Peter Harper. Specially built for Harper by Alan Fraser Engineering, the car uses a twin-Webered 998 cc Fraser race-tuned engine with a softer cam, giving just over 100 bhp, and an ultra-low first gear for rapid startline acceleration; the 4-speed gearbox has no synchro. The Imp has 7 ins wheels, with drum brakes all round.

On Saturday most of the cars which Harper beat in round 1 of the Croft championship will be out for revenge in round 2, which starts at 1.30 pm.



Brands Hatch—continued

with Minister behind him. As they came round for the last time the order remained the same but for Lamplough, who lost his fifth place to Minister, while some way behind Roy Adlam (King 3F) just managed to hold off Jan Churchill (Titan) after their race-long scrap.

The most diminished grid of the day was the special GT event which saw just nine cars. Clive Lacey took the lead while Ken Simmons was still trying to get the power onto the road with his 1.9 Mysteron-BRM, which took second place from Richard Shardlow (2.0 Chevron-BMW). The Mysteron had a wheel bearing break up, however, causing the braking to suffer, so it was Shardlow in second place by lap 2, the Mysteron lagging in third place and John LeSage (2.0 Crosslé-Climax) fourth, hard pushed by Jim Baldwin (1.6 Lotus Elan). Next time round Baldwin had moved up to fourth while the first three places remained unchanged and unchallenged to the finish. LeSage dropped down the field, his car slowing and being taken in by the two battling 1.1 Divas of Doug Mockford and Mike Grady, these two keeping the race alive with Grady coming out on top and with both of them finishing very near to Baldwin at the end.

Ian McDougall made a very good start in his 1.3 Mini-Cooper S in the big saloon race, for he managed to hold off poleman Mike Crabtree (1.6 Ford Escort TC) until lap 2 before Crabtree got past. An early casualty was Jonathon Buncombe (1.3 Mini-Cooper S), who retired on lap 3 after dropping back from third with fuel pump troubles. Martin Birrane (4.7 Ford Falcon) took over his place while Barry Hawkins and Ken Costello swapped places with their Ss for fourth place. By half distance Hawkins pulled up to join Birrane's attack on McDougall while Costello slowed, and then later retired on lap 9 with a sticking throttle. As the trio dicing behind Crabtree went into Druids for the last time Birrane was now ahead of McDougall with Hawkins just behind them. McDougall tried to go inside of the big Falcon but they touched and the Mini spun off, letting Hawkins through to take third; McDougall remained fourth.

correspondence

Thrupton dissatisfaction

As an official of the BOC/FOC race meeting at Thrupton on October 27 (though not a member of either club), I should like to comment on the letter by Mr. Miles regarding the running of the meeting.

Admittedly the start of proceedings was later than it should have been, and admittedly this delay was extremely irksome; however, once the meeting started (and the races certainly began on time), the marshals at the trackside points with which I was associated agreed that the event was very enjoyable.

For some of us who attend many meetings in the course of a season, a lack of professionalism in some aspects of organisation is more than offset by a pleasant, friendly atmosphere.

TONY BIRD.

YOUR reporter and also your correspondent Mr. Miles were less than fair about the Bugatti Owners' Club Thrupton meeting on October 27. The meeting was much enjoyed by many competitors, myself included, who were driving neither Bugattis nor Ferraris.

Mr Miles rightly mentions that this was the BOC's first race meeting for many years, but he perhaps overlooks the fact that smoothly organised and run club meetings simply do not appear out of thin air. There is no substitute for accumulated experience when it comes to running a race meeting, an oft-repeated cry

which apparently needs uttering yet again.

If justifiable complaints were to be made about the same meeting in three years' time, then the BOC would have reason to be concerned. As far as 1968 is concerned, the essence of the matter is that, in this regulation-infested age, the BOC has run the first of what we hope will be many race meetings and is to be congratulated upon its enterprise.

Perhaps it should be added that the writer has some experience in these matters and is not a member of the Bugatti Owners Club. TOWCESTER, NORTHANTS.

JOHN NUTTER.

British F5000 engine?

I SEE that all the listed eligible engines in the Formula 5000 regulations (AUTOSPORT, August 23) are of United States origin. Why is this, when there is such an eminently suitable British engine available, the 4.5-litre Daimler V8? Even if the powers that be don't believe in backing Britain, at least they should give us a 1 in 35 chance by listing this engine.

ORMSKIRK, LANCs.

HOWARD MURRAY.

A word of thanks

WE would like to show our appreciation in writing for the kind consideration and help that was shown by the marshals and medical staff who were concerned at the October 26 Oulton Park meeting, when Brian Healey crashed our U2 into a tree coming out of Old Hall Corner in the clubmen's race. At the present he is in Crewe Hospital, where his condition is satisfactory.

ALDERLEY EDGE, CHESHIRE.

BOB HOWLINGS.

The Editor is not bound to agree with opinions expressed by readers.

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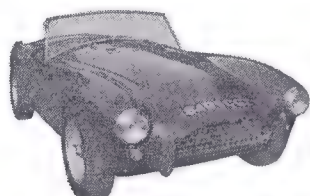


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GIULIA TI, 1965, 32,000, wing mirrors, spare continental lights, snow chains, registered 1967, immaculate, £800. Box No ASP 423. (46)
1966 ALFA ROMEO GIULIA 1600, fhc, white, black interior, fitted radio, as new. £1145. W. R. Phillips & Co, 61/61A Birchdale St, M/C 14. Tel: 061-226 4334. (45)
1961 SPYDER, Recon. engine (not yet run in). New tyres, Alfa red, MoT, sell or exchange. Tel: 01-942 9456. (45)
2600 SPRINT, 1963. Cost £3000. £725 ono. Tel: Pol 8287. (46)

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Lotus Elite Special Equipment, 1962. White. Engine rebuilt 3 months ago. Very good example. **£595**

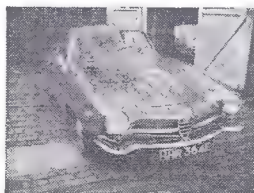
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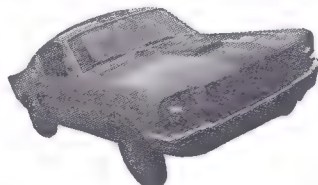
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1966 ASTON MARTIN DB6, Vantage silver with black interior, fitted chrome wheels, radio, perfect condition. £2895. W. R. Phillips & Co, 61/61A Birchdale St, Manchester. Tel: 061-226 4334. (45)

WANTED, Aston Martin DB2, 1952 era. No matter how tatty or badly damaged. Box ASP 492. (46)

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EXCEPTIONALLY fast Sprite Mk 2, 1963, 1139 cc, stage 3 head, 731 cam, 1 1/2 SU's by Broadspeed. Many extras, incl servo, Servals exhaust, oil cooler, etc. Michelin XAS. Exciting road car as well as sport (Curborough 42.5 s). Bill Collinson. Tel: 021-SOL 8960 (Solihull). (45)

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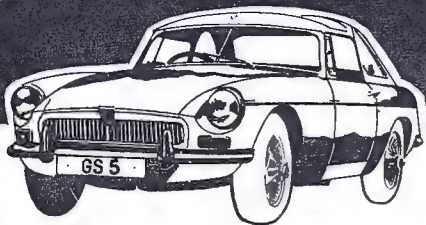
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155x135 3 1 5.16 3 6.4 5 6.10 5

165x135 9.10 6 2.9 6.10 10 7 1. 7

175x136 6 0 6.18 5 7. 7. 8 7.12 6

185x13 8 1. 8

205x13 10 4. 5 (SP41

145x14 6 2. 5 only)

155x14 5.10 3 6. 2. 9 6.11. 8

165x14 5.17 0 6. 9. 9 6.18. 5 7. 5. 9

185x14 8 8 0 9. 5. 8 9.18. 0

205x14 9.18. 0 (tubed)

155x15 5.16 3 6. 9. 9 6.18. 5 7. 3. 2

165x15 6 4.10 6.17. 3 7. 6. 5 7.16. 7

175x15 7. 4 5

185x15 7.16 9 7.17. 6 7.14. 0 9. 7. 7

175x16 7.14 1 (tubed)

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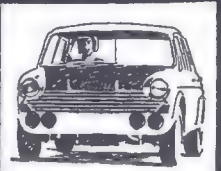
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1967 (March) Triumph GT6 Sports Coupé, wedgwood blue, wire wheels with SP 41 tyres, overdrive, safety belts, bonnet locks, door mounted mirror, 14,108 miles only. £895

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Cooper 1275 'S'. Red, reclining seats, wide wheels	List
Cooper 998 c.c. White, black trim, recl. seats.	List
Cooper 998 c.c. Green, black trim.	List
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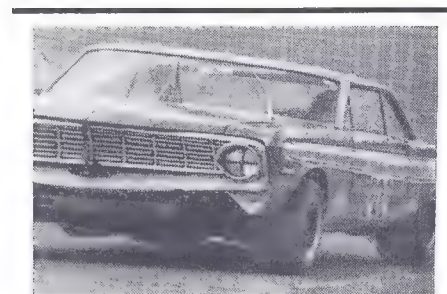
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suspension, L/S diff., Pearce Magna wheels, 1275
Sprite head, 45 DCOE Weber, flat petrol tank, light-
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Lotus gearbox, Perspex F/9 panels, etc. Four-wheel
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3.8-litre dry sump D-type Jaguar engine with new pistons, bearings, valves and guides, etc. New triple plate clutch, run in for 12 hours and bench tested at 261 bhp before use in car.

D-type gearbox rebuilt, D-type brakes and discs.

Whole car is fastidiously finished and trimmed throughout, MoT tested and ready for use on the road. Shattering performance on the road, eligible Griffiths Formula.

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Also Cooper Ersa heavy duty gearbox with reverse, 2F crownwheel and pinion, just rebuilt at J. Knight's. As new, **£185** ono, ideal Formula 5000.

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Other lap times include, Silverstone Club, 1 min 5.8 secs; Snetterton, 1 min 45.8 secs. Offered complete with 8 wheels, plus loads of tyres and other spares, etc.

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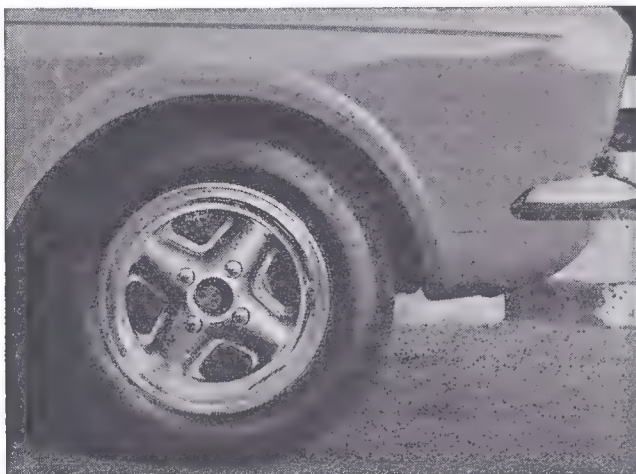
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1963 TRIUMPH SPITFIRE, white, £375. Terms/exchanges. Tel: Maidenhead 26925. (45)

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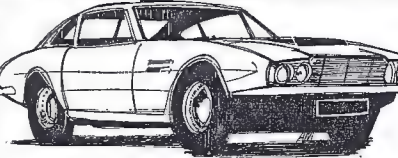
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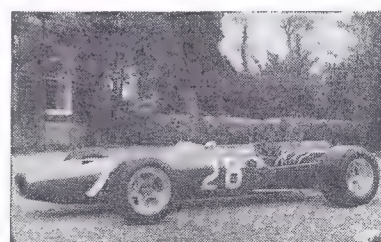
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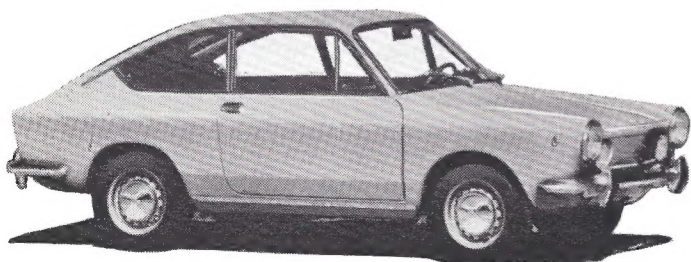
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